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Ohio Division.

The hand-book of the Ohio

Division, L.A.W.


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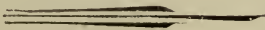
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THE
HAND=BOOK OF THE



Ohio Division L. A. W.



Compiled and Published
under Authority of the
State Executive Committee

BLACK GOLD

BY



M. A. HIGH, Consul

Dr. WM. D. KEMPTON, Sec'y-Treas.

Committee in Charge

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PREFACE

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IN presenting this book to the Division, the Committee do not expect to escape criticism. It has been their desire to give something more than a mere description of the roads in the State, as it is known that there are many objects of interest, that need only to be mentioned, to attract tourists to them, even if the roads approaching them be none of the best. In their efforts in this direction, however, they have not met with the support expected; in fact, it was with the greatest difficulty that some of those, to whom application was made for information, could be prevailed upon to furnish even the most meager reports concerning their localities.

The Committee, therefore, rather than delay the work any longer, have concluded to publish what information they did receive and leave to the compilers of subsequent editions the completion of this work.

The plates from which the maps in this work are printed are the property of the Division; and as they constituted the major part of the cost, it will be readily seen that subsequent editions can be issued at a comparatively small cost.

The Committee wish to return thanks to those who did furnish them with the desired information.

Fraternally,

THE COMMITTEE.

Cincinnati, July 1, 1892.

OHIO



When this earth evolved from Chaos
At the word of the Great Spirit,
Says an old authentic legend,
Thus our future he decided:
“Here a lake of purest water,
There a smooth and placid river,
And the land between their borders—
None shall be more rich and fertile.
Here shall spring a mighty forest;
'Neath its shades shall live in plenty
Bear, and deer, and quail, and turkey,
That my children ne'er shall hunger.
Here beneath this rugged surface
Shall be hidden countless treasures—
Iron to make the trusty weapon,
Salt to give the bear meat flavor,
Coal to keep him warm in winter,
Gas and oil to light his teepee.
Here shall grow a mighty people
That will lead the nation's warriors,
Foremost be in all its councils
And shall give it many rulers.”
East and West he placed the limits,
And he called it *dear* Ohio.

WILLIAM D. KEMPTON.

Cincinnati, July 1, 1892.

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APPENDIX.

Routes Radiating from Cincinnati.

HAND BOOK

Ohio Division L. A. W.

League of American Wheelmen

Organized at Newport, R. I., May 30, 1880.

OFFICERS FOR 1892-93.

PRESIDENT,

COLONEL CHAS. L. BURDETT, Hartford, Conn.

FIRST VICE-PRESIDENT,

THOMAS F. SHERIDAN, Lock Box 951, Chicago, Ill.

SECOND VICE-PRESIDENT,

DR. G. CARLETON BROWN, 88 Broad Street, Elizabeth, N. J.

TREASURER,

W. M. BREWSTER, No. 117 Fourth Street, Quincy, Ill.

SECRETARY,

ABBOT BASSETT, 12 Pearl Street, Boston, Mass.

STANDING COMMITTEES.

MEMBERSHIP COMMITTEE.

George C. Pennell, Elizabeth, N. J.

Howard L. Perkins, P. O. Box 103, Providence, R. I.

M. A. High, Cincinnati, Ohio.

COMMITTEE ON IMPROVEMENT OF HIGHWAYS.

Isaac B. Potter, Potter Building, New York, N. Y.

W. M. P. Bowen, P. O. Box 1513, Providence, R. I.

Ausburn M. Dickinson, New York, N. Y.

COMMITTEE ON RIGHTS AND PRIVILEGES.

J. S. Dean, 28 State Street, Boston, Mass.

Charles F. Cossum, Poughkeepsie, N. Y.

H. W. Hayes, Cambridge, Mass.

COMMITTEE ON RULES AND REGULATIONS.

Wilbur T. Eldredge, Columbus, O.

Col. Geo. E. Johnson, Courier-Journal, Louisville, Ky.

RACING BOARD.

H. E. Raymond, Chairman, 245 Flatbush Avenue, Brooklyn, N. Y.
Geo Collister, 147 Ontario Street, Cleveland, O.
Louis A. Miller, Meriden, Conn.
Henry Crowther, Box 948, Philadelphia, Pa.
W. W. Watts, 548 West Jefferson Street, Louisville, Ky.
W. C. Thorne (Montgomery, Ward & Co.), Chicago, Ill.
Chas. C. Candy, 1764 Stone Street, Denver, Col.

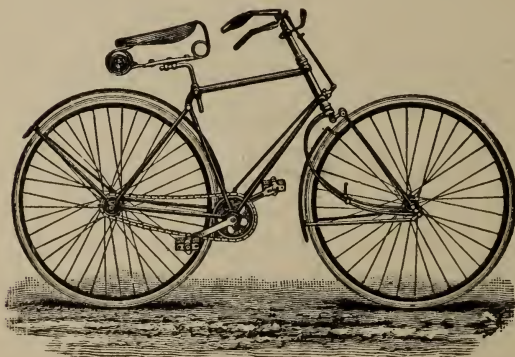
LEGISLATIVE COMMITTEE.

James R. Dunn, Chairman, Massillon, O.
George A. Perkins, Boston, Mass.
Charles S. Davis, Junction City, Kan.
Clarence Hodson, Crisfield, Md.
Charles F. Cossum, Poughkeepsie, N. Y.
William A. Skinkle, Cleveland, O.
Robert Holm, 908 La Salle Street, St. Louis.

The Executive Committee serves ex-officio on this Committee.

TRANSPORTATION COMMITTEE.

Albert Mott, Chairman, 608 Lennox Street, Baltimore, Md.



Officers Ohio Division, L. A. W.

. . . 1891-92 . . .

Chief Consul, M. A. HIGH, 165 Vine Street, Cincinnati.

Vice-Consul, A. E. MERGENTHALER, Fostoria.

Secretary-Treasurer, DR. WM. D. KEMPTON, 53 W. Ninth Street, Cincinnati.

REPRESENTATIVES AT LARGE.

George Collister, Cleveland.

Dr. C. H. Griffin, Ravenna.

Malcolm R. Himes, Toledo.

J. H. Julian, Troy.

H. B. Klum, Cincinnati.

F. C. Meyer, Canton.

Parker G. Reed, Chillicothe.

Wm. A. Skinkle, Cleveland.

F. B. Everett, Columbus.

W. P. Harmony, Sidney.

Elmer H. Houck, Dayton.

T. J. Kirkpatrick, Springfield.

Dr. F. S. Maxwell, Steubenville.

W. C. Munro, Cincinnati.

B. V. H. Schultz, Zanesville.

Thos. H. Schultz, Cincinnati.

LEAGUE CLUB REPRESENTATIVES.

George V. Allen, Dayton Ramblers.

H. Otto Barth, "Porkopolis" Wheelmen.

Carl L. Baumann, Dayton Bicycle Club.

Alfred Cavilcer, Springfield Safety Cycling Club.

Frank P. Childs, Trojan Cycling Club.

Walter A. Chubb, Cleveland Wheel Club.

S. M. Culbertson, Muskingum County Wheelmen.

S. L. Ghaister, Fostoria Bicycle Club.

W. W. Griffith, Steubenville Cyclers.

Mrs. Benigna Green-Kalb, Buckeye Ladies' Cycling Club.

Thomas F. McGee, Dayton Bicycle Club.

E. K. Morris, Columbus Cycling Club.

Charles L. Oberly, Canton Bicycle Club.

George L. Ralston, Cleveland Wheel Club.

Charles G. Smith, Columbus Cycling Club.

David Spritz, Athletic Cycle Club.

J. D. Streeper, Columbus Century Club.

H. D. Tolley, Akron Bicycle Club.

BOARD OF ELECTORS.

Charles G. Smith, Columbus.

Oscar L. Graeser, Cincinnati.

H. Otto Barth, Cincinnati.

STANDING COMMITTEES.

RACING—Arnold Wilhelmy, Cincinnati, Chairman; F. C. Meyer, Canton; George Collister, Cleveland.

IMPROVEMENT OF HIGHWAYS—T. J. Kirkpatrick, Springfield, Chairman; Dr. C. O. Probst, Columbus; S. M. Livingston, Cincinnati.

RIGHTS AND PRIVILEGES—H. S. Livingston, Cincinnati, Chairman; Carl L. Baumann, Dayton; Sam Goodman, College Hill

TRANSPORTATION—F. B. Everett, Columbus, Chairman; M. R. Himes, Toledo; George L. Ralston, Cleveland.

RULES AND REGULATIONS—Dr. F. S. Maxwell, Steubenville, Chairman; Elmer H. Houck, Dayton; Parker G. Reed, Chillicothe.

LEAGUE CLUBS IN OHIO.

NO.	NAME.	LOCATION.	SECRETARY.
14	Cincinnati Bicycle Club,	Cincinnati,	Dr. C. R. Bush.
46	Canton Bicycle Club,	Canton,	C. W. Keplinger.
211	Steubenville Cyclers,	Steubenville,	W. W. Griffith.
221	Athletic Cycle Club,	Cincinnati,	David Spritz.
226	Fostoria Bicycle Club,	Fostoria,	S. L. Ghaister.
248	Mt. Vernon Cycling Club,	Mt. Vernon,	F. S. Crowell.
252	"Porkopolis" Wheelmen,	Cincinnati,	Prof. E. Howells.
256	Dayton Bicycle Club,	Dayton,	Elmer H. Houck.
257	Trojan Cycling Club,	Troy,	Frank P. Childs.
265	Cleveland Wheel Club,	Cleveland,	Geo. L. Ralston.
277	Chillicothe Wheelmen,	Chillicothe,	A. B. Howson.
304	Buckeye Ladies' Cycling Club,	Columbus,	Maggie McClurg.
324	Wooster Bicycle Club,	Wooster,	C. E. Ohlinger.
325	Dayton Ramblers,	Dayton,	C. O. Tower.
335	Muskingum County Wheelmen,	Zanesville,	S. M. Culbertson.
346	Women's Wheel and Athletic Club,	Canton,	Mrs. A. E. Reilley.
357	Guernsey Cycle Club,	Cambridge,	R. N. Atkins.
361	Columbus Cycling Club,	Columbus,	Chas. G. Smith.
364	Akron Bicycle Club,	Akron,	J. K. Polk.
373	Columbus Century Club,	Columbus,	J. D. Streeper.
381	Springfield Safety Cycling Club,	Springfield,	J. C. Chorpennig.
390	Wyandot Wheelmen,	U. Sandusky,	.....
394	Lakeside Cycling Club,	Cleveland,	.....
410	Seneca Cyclers,	Tiffin,	John B. Fiege.
412	Lorain Wheelmen,	Lorain,	.....
414	Chic Cycle Club,	Hamilton,	.....
419	Brighton Bicycle Club,	Cincinnati,	Thos. J. Tutty.
427	Cincinnati Century Club,	Cincinnati,	David Spritz.

DISTRICTS.

1. The lady members to Mrs. Benigna Green-Kalb, representative of the Buckeye Ladies' Cycling Club, 38 Board of Trade, Columbus.
2. Williams, Fulton, Defiance and Henry Counties, to Vice-Consul A. E. Mergenthaler, Fostoria.
3. Lucas, Wood and Ottawa Counties, to Malcomb R. Himeš, representative at large, care Dewey, Rodgers & Co., Toledo.
4. Sandusky and Seneca Counties, to S. L. Ghaster, representative, Fostoria Bicycle Club, Fostoria.
5. Erie and Huron Counties, to W. A. Skinkle, representative at large, 262 Superior Street, Cleveland.
6. Lorain and Medina Counties, to George L. Ralston, representative, Cleveland Wheel Club, Auditor's office, Valley Railroad, Cleveland.
7. Cuyahoga County, to Walter H. Chubb, representative, Cleveland Wheel Club, 308 Lake Street, Cleveland.
8. Lake, Geauga, Ashtabula and Trumbull Counties, to Geo. Collister, representative at large, 147 Ontario Street, Cleveland.
9. Summit County, to H. D. Tolley, representative, Akron Bicycle Club, Akron.
10. Portage County, to Dr. C. H. Griffin, representative at large, Ravenna.
11. Paulding, Van Wert, Putnam and Allen Counties, to David Spritz, representative, Athletic Cycle Club, 180 Race Street, Cincinnati.
12. Hancock, Hardin and Wyandot Counties, to J. H. Julian, representative at large, Troy.
13. Crawford, Marion and Morrow Counties, to J. D. Streeper, representative, Columbus Century Club, 295 North High Street, Columbus.
14. Ashland, Richland and Knox Counties, to E. K. Morris, representative, Columbus Cycling Club, 45 South Wall Street, Columbus.
15. Wayne and Holmes Counties, to Geo. V. Allen, representative, Dayton Ramblers, 76 Rung Street, Dayton.
16. Stark County, to Charles L. Oberly, representative, Canton Bicycle Club, Canton.
17. Mahoning and Columbiana Counties, to F. C. Meyer, representative at large, Canton.
18. Mercer, Auglaize and Shelby Counties, to W. P. Harmony, representative at large, Sidney.
19. Darke and Miami Counties, to Frank P. Childs, representative, Troy Bicycle Club, Troy.
20. Logan, Champaign and Clarke Counties, to Alfred Cavileer, representative, Springfield Safety Cycling Club, 111 North Limestone Street, Springfield.
21. Union and Madison Counties, to Thomas F. McGee, representative, Dayton Bicycle Club, 118 North Main Street, Dayton.
22. Delaware, Franklin and Pickaway Counties, to Charles G. Smith, representative, Columbus Cycling Club, 314 North High Street, Columbus.
23. Licking, Fairfield, Hocking and Perry Counties, to F. B. Everett, representative at large, 53 West Fourth Avenue, Columbus.
24. Coshocton and Muskingum Counties, to S. M. Culbertson, representative, Muskingum County Wheelmen, Zanesville.
25. Tuscarawas and Guernsey Counties, to B. V. H. Schultz, representative at large, Zanesville.
26. Carroll, Harrison, Jefferson and Belmont Counties, to Dr. F. S. Maxwell, representative at large, Steubenville.
27. Preble and Montgomery Counties, to Carl L. Baumann, representative, Dayton Bicycle Club, 10 East Third Street, Dayton.

28. Greene, Clinton and Highland Counties, to Elmer H. Houck, representative at large, 314 East Sixth Street, Dayton.
29. Butler and Hamilton (except Cincinnati), to W. C. Munro, representative at large, Box 747, Cincinnati.
30. Cincinnati, to H. Otto Barth, representative, "Porkopolis" Wheelmen, 201 Vine Street, Cincinnati.
31. Warren, Clermont, Brown and Adams Counties, to H. B. Klum, representative at large, 69 West Third Street, Cincinnati.
32. Fayette, Ross, Pike and Scioto Counties, to Parker G. Reed, representative at large, Chillicothe.
33. Vinton, Jackson, Lawrence, Gallia and Meigs Counties, to Thomas H. Schultz, representative at large, 64 Hopkins Street, Cincinnati.
34. Morgan, Noble, Monroe, Athens and Washington Counties, to W. W. Griffith, representative, Steubenville Cyclers.

NOTE.—All matters concerning the appointment of Local Consuls and League Hotels are referred to the Representative; therefore, all applicants for the position of Local Consul should apply directly to the Representative in charge of the District in which they live.

COUNTIES IN OHIO.

DIS. COUNTY.	CITY.
31 Adams.....	West Union
11 Allen.....	Lima
14 Ashland.....	Ashland
8 Ashtabula.....	Jefferson
34 Athens.....	Athens
18 Auglaize.....	Wapakoneta
26 Belmont.....	St. Clairsville
31 Brown.....	Georgetown
29 Butler.....	Hamilton
26 Carroll.....	Carrollton
20 Champaign.....	Urbana
20 Clarke.....	Springfield
31 Clermont.....	Batavia
28 Clinton.....	Wilmington
17 Columbiana.....	New Lisbon
24 Coshocton.....	Coshocton
13 Crawford.....	Bucyrus
7 Cuyahoga.....	Cleveland
19 Darke.....	Greenville
2 Defiance.....	Defiance
22 Delaware.....	Delaware
5 Erie.....	Sandusky
23 Fairfield.....	Lancaster
32 Fayette.....	Washington C. H.
22 Franklin.....	Columbus
2 Fulton.....	Wauseon
33 Gallia.....	Gallipolis
8 Geauga.....	Chardon
28 Greene.....	Xenia
25 Guernsey.....	Cambridge

DIS. COUNTY.	CITY.
29 Hamilton.....	Cincinnati
12 Hancock.....	Findlay
12 Hardin.....	Kenton
26 Harrison.....	Cadiz
2 Henry.....	Napoleon
28 Highland.....	Hillsboro
23 Hocking.....	Logan
15 Holmes.....	Millersburgh
5 Huron.....	Norwalk
33 Jackson.....	Jackson
26 Jefferson.....	Steubenville
14 Knox.....	Mt. Vernon
8 Lake.....	Painesville
33 Lawrence.....	Ironton
23 Licking.....	Newark
20 Logan.....	Bellefontaine
6 Lorain.....	Elyria
3 Lucas.....	Toledo
21 Madison.....	London
17 Mahoning.....	Youngstown
13 Marion.....	Marion
6 Medina.....	Medina
33 Meigs.....	Pomeroy
18 Mercer.....	Celina
19 Miami.....	Troy
3 Monroe.....	Woodsfield
27 Montgomery.....	Dayton
34 Morgan.....	McConnellsville
13 Morrow.....	Mt. Gilead
24 Muskingum.....	Zanesville

DIS. COUNTY.	CITY.
34 Noble.....	Caldwell
3 Ottawa.....	Port Clinton
11 Paulding.....	Paulding
23 Perry.....	New Lexington
22 Pickaway.....	Circleville
32 Pike.....	Waverly
10 Portage.....	Ravenna
27 Preble.....	Eaton
11 Putnam.....	Ottawa
4 Richland.....	Mansfield
32 Ross.....	Chillicothe
16 Stark.....	Canton
4 Sandusky.....	Fremont
32 Sciota.....	Portsmouth
4 Seneca.....	Tiffin
18 Shelby.....	Sidney
9 Summit.....	Akron
8 Trumbull.....	Warren
25 Tuscarawas.....	.....
.....	New Philadelphia
21 Union.....	Marysville
33 Vinton.....	McArthur
11 Van Wert.....	Van Wert
31 Warren.....	Lebanon
20 Washington.....	Marietta
15 Wayne.....	Wooster
2 Williams.....	Bryan
3 Wood.....	Bowling Green
12 Wyandot.....	Upper Sandusky

Constitution L. A. W.

The League of American Wheelmen

Is an organization to promote the general interests of cycling; to ascertain, defend and protect the rights of wheelmen, to encourage and facilitate touring, to promote the improvement of roads, and to regulate the government of all amateur sports connected with the use of the wheel.

The League has an arrangement with the leading hotel in nearly every city and town in America, and members can procure liberal discounts by showing ticket of membership. Every member is entitled to receive the official organ, a weekly newspaper, which contains not only all official notices, but the news of the day relating to the sport.

Genial companionship, easy intercommunication, mutual protection and defense, sensible laws and reasonable administration of them, good roads, constructed and kept in repair with intelligence after the most approved methods, and some degree of freedom in the use of them, comfortable hotels and moderate charges; these are indispensable auxiliaries to the progress and safety of cycling. In such matters the individual wheelman is powerless and the ordinary club ineffective; but a league of many thousand cyclists can exercise a great influence in obtaining public recognition of what wheelmen want and in promoting the success and increasing the popularity of cycling.

The moral force of numbers is incalculable. In this age the effort of the individual counts for less and less, and the concerted efforts of many for more and more. Often when the public, or even local boards and councils take little notice of one rider or of a club of several, they can see the national organization extending into their legal and political neighborhoods without glasses. Even one wheelman, with the League ready organized to back him is, if not a majority, at least a minority of sufficient consequence to be respected. The presence even of this body of thousands, combined and officered for the purpose of securing rights, has been found very potent by those who have been in positions practically to know.

Application Blanks may be had of the Secretary.

L. A. W. CONSTITUTION.

Adopted at Baltimore, Md., June 18, 1888. Amended at Niagara Falls, Aug. 25, 1890. Amended at Hartford, Conn., Sept. 8, 1891.

ARTICLE I.

SECTION 1. This organization shall be known as the LEAGUE OF AMERICAN WHEELMEN.

SEC. 2. Its objects shall be to promote the general interests of cycling; to ascertain, defend and protect the rights of wheelmen; to facilitate touring and to secure improvement in the condition of the public roads and highways.

ARTICLE II.

SECTION 1. The League shall be a confederation composed,

First: Of States having one hundred or more resident League members, to be called Divisions.

Second: Of States having not less than fifty resident League members, to be called Sub-Divisions.

Third: Of States having not less than twenty-five resident League members, to be called Consulates.

SEC. 2. Divisions shall organize on the basis of this Constitution and by the election of a Chief Consul, a Vice Consul and Secretary-Treasurer and Representatives as hereinafter provided.

SEC. 3. When there shall be fifty League members in any State, they may organize a Sub-Division, by the adoption of Rules and Regulations made and provided by the Executive Committee, and elect a Chief Consul and Secretary-Treasurer.

SEC. 4. Twenty-five League members in any State shall be constituted a Consulate, to be governed under rules made and provided by the Executive Committee, and the President shall appoint a Chief Consul.

ARTICLE III.

SECTION 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members, or three reputable citizens, be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws and the By-Laws of his Division.

SEC. 2. All applications for membership shall be forwarded direct to the Secretary of the League, together with the proper fees and dues and such information as may be required.

SEC. 3. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter a protest shall be filed with the Secretary, he shall become a member of the League.

SEC. 4. (a) Each applicant shall pay to the Secretary of the League an initiation fee of one dollar and the sum fixed by the Division of which he shall become a member or by this Constitution for annual dues.

(b) If the applicant be a resident elsewhere than in a Division, or if the Division in which he is a resident has failed to fix its dues, he shall pay one dollar in addition to the initiation fee (\$2.00 in all) if he applies in the first part of the year, and fifty cents in addition to the initiation fee (\$1.50 in all) if he applies in the second part of the year.

(c) Any person making application for membership during the month of April, and paying the full yearly dues, may be entered upon the rolls for that month and the full year succeeding.

SEC. 5. The League year shall be divided into two equal parts, beginning with the first day of May and November respectively. Any person making application for admission to the League shall pay in addition to the initiation fee the amount of dues fixed by his Division By Laws, if his application be between May and November (except as provided in clause (c), section 4), otherwise half that amount.

SEC. 6. (a) All memberships shall expire on April 30th of each year, except as hereinbefore provided (Sec. 4, clause c). Each member shall pay, at any time during the two months from May 1st to June 30th, in each year, the sum fixed by his Division or by this Constitution for annual dues.

(b) If the member be resident elsewhere than in a Division, or if his Division fails to fix its dues, he shall pay annually the sum of \$1.

SEC. 7. Any member failing to renew his membership, as above provided, before the first day of July shall forfeit the same and the Secretary shall cause his name to be stricken from the roll. Any member having thus defaulted can again become a member only in the manner provided in the case of applicants in Sec. 1 of this Article.

SEC. 8. Objections to the admission of any candidate for membership must be made to the Secretary within two weeks after the publication of the name of such candidate, and such objections shall fully set forth the reasons why the candidate should be denied admission, and shall be considered confidential.

SEC. 9. In passing upon the eligibility of candidates as amateurs, the Membership Committee shall be guided by the following amateur rule, and shall take proper pains to ascertain and determine through the Racing Board the facts in the case where objection is made to a candidate on this ground:

AMATEUR RULE. An amateur is one who has not engaged in, or assisted in, or taught cycling or any other recognized athletic exercise for money or other remuneration, or knowingly competed with or against a professional for a prize of any description; or one who, after having forfeited the amateur status, has had the same restored by competent authority having jurisdiction over the sport.

A cyclist ceases to be an amateur by:

(a) Engaging in cycling or other recognized athletic exercise, or personally teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a wager, money prize or gate money.

(b) Competing with a professional, or making pace for or having the pace made by such in public or for a prize.

(c) Selling, pawning, turning into cash or realizing upon any prize won by him.

(d) Accepting, directly or indirectly, for cycling any remuneration, compensation or expense whatever from a cycle manufacturer, agent or other person interested in the trade; or from any other person having a pecuniary interest in the sport, except that a cyclist may accept

from the cycle or athletic club which he represents his necessary expenses in training for and attending race meetings.

(e) A cyclist does not forfeit his amateur status by teaching the elements of cycling solely for the purpose of effecting the sale of a cycle.

(f) The League recognizes as athletic exercises, in addition to cycling, all sports over which the Amateur Athletic Union, the National Association of Amateur Oarsmen and other amateur athletic organizations have jurisdiction.

SEC. 10. The Secretary shall retain from the annual dues and from all renewals an annual per capita tax of fifty cents. The balance of such annual dues and the whole amount of the initiation fee shall be returned by the Secretary to the Divisions quarterly.

ARTICLE IV.

SECTION 1. The management of the League shall be vested in a National Assembly consisting of all Chief Consuls and Secretary-Treasurers and the Vice Consuls and delegates from the several Divisions. It shall have power to make By-Laws for the guidance of the League, to establish regulations for the government of Divisions in their relations to the League and to each other, and to generally direct and decide in all matters not provided for in this Constitution.

SEC. 2. The general management of affairs of the League while the National Assembly is not in session shall vest in the Executive and Finance Committee with full powers, except the power of legislation. Said Committee, at such times, shall have the power, and it shall be its duty to explain, define and interpret any provision of this Constitution or any By-Law or any rule of any Committee of this League upon the request of a member of the League, and its decisions on such points shall be final.

SEC. 3. Fifteen members personally present at any meeting of the National Assembly shall constitute a quorum for the transaction of business.

SEC. 4. The annual meeting of the National Assembly shall be held on the third Monday in February in each year.

SEC. 5. Special business meetings shall be called by the President upon the written request of not less than fifteen delegates, and from not less than five Divisions; thirty days' notice of such meeting must be given in the official organ, with a statement of the business to be transacted at the meeting, and no other business shall be considered.

ARTICLE V.

SECTION 1. (a) Each division shall elect annually a Chief Consul, Vice Consul and Secretary-Treasurer; and shall also elect one Representative for each one hundred League members on its roll October 1st.

(b) Each League club located under the jurisdiction of a Division shall be entitled upon joining the League, and annually thereafter, to elect one Representative for the first twenty members on its roll, and an additional Representative for each fifty members thereafter.

(c) The Chief Consul of a Division may appoint and League clubs may elect Representatives from time to time, as the increase in membership of the Division or the club may warrant.

SEC. 2. Each Sub-Division shall elect annually a Chief Consul and Secretary Treasurer.

SEC. 3. These officers shall constitute the Division and Sub-Division Boards of Officers, and shall be elected annually between the 15th day of October and the 15th day of November, at such time and place and in such manner as is provided by the Constitution and By-Laws of the Division and the Rules and Regulations of the Sub-Division.

SEC. 4. The President shall appoint annually between the 15th day of October and the 15th day of November, a Chief Consul for each Consulate.

SEC. 5. Vacancies in the office of Chief Consul of a Division shall be filled by the succession of the Vice Consul. Vacancies in the office of Chief Consul of a Sub-Division shall be filled by the President. All other vacancies in Divisions or Sub-Divisions shall be filled by the Chief Consul.

SEC. 6. Each Division shall adopt for its guidance a Constitution and By-Laws not inconsistent with the National Constitution and By-Laws.

SEC. 7. The term of office of all Division, Sub-Division and Consulate officers shall commence on the 1st day of December, in each year.

SEC. 8. Each Division Board of Officers shall hold its annual meeting in the month of December, and shall then elect from the Division one Delegate for each two hundred members upon its roll on December 1st.

ARTICLE VI.

SECTION 1. The officers of the League shall be a President, First and Second Vice-Presidents, Treasurer and Secretary, who shall be elected, except as hereinafter provided, by the National Assembly at the annual meeting; provided, however, that the Secretary shall hold office as long as he shall render satisfactory service. The National Assembly may, however, by a two-

thirds vote of the members and proxies present at any meeting, declare the office of Secretary vacant and hold an election for his successor, one month's notice thereof having been given.

SEC. 2. The President shall serve for two years and the Vice-Presidents for one year, the terms of office under this section to begin on the 25th day of February in each year.

SEC. 3. There shall be the following National Committees:

I. Executive and Finance, to consist of the President and Vice-Presidents.

II. Membership.

III. Rights and Privileges.

IV. Rules and Regulations.

V. Improvement of Highways.

VI. Transportation.

VII. Racing Board.

SEC. 4. Officers and Chairmen of National Committees, if not members of the National Assembly when chosen, shall be members of that body during their terms of office.

SEC. 5. All National Committees shall be appointed by the President, who shall have the power to suspend or remove any member of such committees and to fill vacancies therein arising from suspensions, removals or from any other cause.

ARTICLE VII.

SECTION 1. The League shall provide and furnish an official organ, to be known as the *L. A. W. Bulletin*, which shall be distributed to the membership without charge.

ARTICLE VIII.

SECTION 1. (a) Any wheeling club in the United States that shall have in its By-Laws a provision requiring every active member to be a member of the League of American Wheelmen, and that shall file annually with the Secretary of the L. A. W. a certificate thereof, shall become a League Club, and entitled to all the privileges accorded League Clubs under this Constitution.*

(b) The Board of Officers of any Division may adopt a By-Law providing that any Club within such Division, at least seventy-five per cent of whose members are members of the League, may become a League Club. And upon such Club filing a certificate thereof with the Secretary of the League it shall become a League Club and entitled to all the privileges accorded League Clubs under the Constitution. Provided, however, that such Club shall be entitled to representation to the extent of its League membership only, and that no action on League matters shall be taken except by the League members of such Club.

(c) The number of votes that any League Club shall be entitled to cast, through its delegates, at any Constitutional Convention, shall be one vote for every member of said club in good standing upon the rolls of the League.

(d) Representatives to the Division Board of Officers from League Clubs shall file with the Secretary-Treasurer of the Division a certificate of their election, signed by the President and Secretary of the club which they represent, and the Secretary-Treasurer shall announce the election in the official organ.

ARTICLE IX.

SECTION 1. The names of all persons who are not eligible for membership in the League of American Wheelmen, but who will formally indorse and support its policy, aims and objects in the line of improvement of the highways, shall be recorded in a book kept for that purpose. All contributions received from such persons shall be placed in the treasury as a separate fund, and be used only in the promotion of the work of securing improvement in the highways.

ARTICLE X.

SECTION 1. This Constitution may be altered or amended by a majority of the members voting in person or by proxy at a Constitutional Convention called therefor.

The President shall call such a convention upon the written demand of not less than fifty members, at least ten from each of five Divisions, giving two months' notice thereof by publication in the official organ, but no amendment shall be made or considered unless thirty days' notice thereof shall have been given through the columns of the official organ.

Proxies for unattached members may be cast, but no member may vote more than twenty-five such proxies.

Fifty members personally present shall constitute a quorum.

**The following is a common form of by-law adopted by League Clubs:* This club shall be a League Club, under the rules of the League of American Wheelmen, and each member shall become also a member of the League. The initiation fees and dues of the L. A. W. shall be paid out of the club treasury, and each member of the club shall pay his share of these dues to the treasurer. New members, not already connected with the League, shall be proposed for membership by the Secretary.

BY-LAWS OF THE L. A. W.

Adopted at New York, February 18, 1889.

ARTICLE I.

OFFICERS.

SECTION 1. The President shall preside at all meetings of the League and of the National Assembly; shall appoint all committees not otherwise ordered; may fill pro tempore any vacancy in any office or committee not otherwise provided for; shall have a general supervision over the affairs of the League; and shall make a report at the annual meeting of the National Assembly.

SEC. 2. The Vice-Presidents shall, in the order of their priority, preside in the absence of the President at all meetings of the League or of the National Assembly, and perform in such absence all the necessary duties of the President at the time; and in case of the death, resignation or removal of the President, they shall, in the order of priority, act as President until the next annual meeting of the National Assembly, when a President shall be elected to serve for the unexpired remainder of the presidential term made vacant as aforesaid.

SEC. 3. (a) The Secretary shall receive and cause to be published all applications for membership; shall receive and be accountable for all fees and dues; shall keep a register of all applications and any action thereon; shall receive all protests and refer the same to the Membership Committee; shall keep a list of members and officers of the League, with notes of all changes in the same; shall keep suitable books of account, and shall pay out the funds in his hands only upon the order of the Executive Committee or the National Assembly.

(b) He shall receive and answer, or refer to the proper officials, any correspondence with the members or officers that pertains to the affairs of the League, and any appropriate correspondence with non-members of the League. He shall notify members and officers of all meetings; shall issue certificates to all members of the National Assembly; shall record the proceedings of all meetings of the League and of the National Assembly; shall keep an accurate roll of the membership and generally provide himself with all necessary statistical and other information.

(c) He shall act as editor of the official organ, over which he shall have control, subject, however, to the supervision of the Executive Committee.

(d) He shall keep an account with the Treasurer, to whom he shall render a statement at least once every three months, paying to him such balance as may at that time be due over and above the amount required for running expenses of the Secretary's office.

(e) He shall keep an account with each Division and Sub-Division, and shall render a statement to each at least once every three months, and pay them at least once every three months such money as shall be due them. He shall issue to every member the annual membership ticket.

(f) He shall give bonds for the faithful discharge of his duties in the sum of \$5,000. He shall receive a salary of \$3,000 per annum.

SEC. 4. The treasurer shall receive and be accountable for all money paid over by the Secretary or received from other sources; he shall keep suitable books of account; he shall pay out funds of the League only upon order of the Executive Committee or the National Assembly. He shall give bond for the faithful discharge of his duties in the sum of \$2,000.

SEC. 5. Bonds required from officers of the League shall be subject to the approval of the Executive Committee, and all expense incurred in procuring the same to be paid out of the funds of the League.

SEC. 6. Of the per capita tax of fifty cents collected by the Secretary from the annual dues of the members, twenty-five cents shall be collected as the annual subscription price of each member for the several publications of the Road Improvement Bureau during the continuance of that branch of the organization, and also the *L. A. W. Bulletin*.

Any Division may, by a majority vote of its Board of Officers, reduce by the amount of twenty-five cents the annual dues and renewal fees to any member not desiring to subscribe to the publications of said Bureau and the *L. A. W. Bulletin*.

ARTICLE II.

MEETINGS.

SECTION 1. There shall be an annual Meet of the League at such time and such place as the National Assembly or Executive Committee may determine.

At the meetings of the National Assembly any member thereof may be represented by proxy; provided, that the person holding the proxy shall be also a member of the Assembly, and that no person shall be proxy for more than three members.

The proceedings of all meetings of the National Assembly shall be published in the official organ,

Prior to the meeting of the National Assembly the President shall appoint a committee of three on Credentials which shall examine and report upon credentials of delegates.

At all meetings of the League or of the National Assembly the established law (Cushing) of deliberative assemblies shall be observed. At the meetings of the National Assembly the order of business shall be as follows:

Calling the Roll.

Report of Credential Committee.

Report of the President.

Report of the Treasurer.

Report of the Secretary.

Communications or reports from standing committees.

Reports of special committees.

Unfinished or referred business.

Election of Officers.

New Business.

ARTICLE III.

DIVISIONS AND SUB-DIVISIONS.

SECTION 1. The management of Divisions shall be vested in a Board of Officers, consisting of the Chief Consul, Vice Consul, Secretary-Treasurer and Representatives, elected as provided in Art. IV, Sec. 3, of the Constitution, said board to have the power to make such Rules and Regulations as shall not be inconsistent with the Constitution and By-Laws of the League

SEC. 2. The management of Sub-Divisions shall be vested in a Chief Consul, appointed under Art. II, Sec. 3, of the Constitution.

SEC. 3. The Chief Consul shall be the executive officer of the Division. The Secretary-Treasurer shall keep a full register of the members of his Division, and keep proper books of account of all receipts and expenditures.

SEC. 4. Vacancies occurring in the delegation to the National Assembly from any Division, either by death, resignation, promotion or removal, shall be filled by the Chief Consul of the Division wherein the vacancy exists, and in case of failure to appoint within two months after such vacancy has occurred, the President shall appoint.

SEC. 5. Each Division shall file in the office of the Secretary of the League a certified copy of its Constitution, By-Laws and Rules, and of each and every amendment thereto, and shall certify to him the results of all elections within ten days after the votes shall have been counted.

ARTICLE IV.

DUTIES OF COMMITTEES.

SECTION 1. The Executive and Finance Committee shall have the general management and control of affairs of the League while the National Assembly is not in session. Shall regulate and direct all matters of revenue, disbursement and investment, and determine all questions of detail arising in the conduct of the League. It shall have visitatorial power over Divisions and Sub-Divisions, and may take summary action in cases of Default.

SEC. 2. To the Membership Committee shall be referred, as they arise, all protests against members or applicants for membership. The committee shall act without delay, and a decision of the committee in the case of an applicant shall be final.

SEC. 3. The Committee on Rights and Privileges shall consider and advise in all matters pertaining to the maintenance of the rights of wheelmen, the enactment of legislation, and the protection of the privileges of the members of the L. A. W., and may take such action in connection therewith as the circumstances of the case may require. To this committee shall be referred all questions about a contested election in any Division; they shall inquire into the facts prior to the next ensuing meeting of the National Assembly, and shall report to such assembly their findings on the facts with such recommendations as they may deem proper in the premises.

In each case of a contested election the decision shall rest with the National Assembly, and such decision as to the right of the incumbent of a Division office, or claimant thereto, shall be final and binding upon that Division.

SEC. 4. To the Committee on Rules and Regulations shall be referred all amendments to the Constitution published in the official organ in compliance with Art. X of the Constitution, and all amendments to the By-Laws published in the official organ in compliance with Art. XII of the By-Laws. All such amendments the committee shall consider and present in proper form to the body authorized to act upon the same; but this provision shall not prevent the proper body from acting upon any amendment legally given notice of if the committee fail to consider the same and report upon it.

SEC. 5. It shall be the duty of the Committee on the Improvement of the Highways to promote in the public mind, through the instrumentality of the League, a sense of the utility, general economy and desirability of high-class roads, and an active sentiment in their favor;

to encourage legislation requiring committees and public officials to construct and maintain good roads; to collect practical suggestions and information based upon observation and experience concerning the methods of making and mending roads; to publish printed matter calculated to further these ends, distributing the same to members of the League and highway officials as in the judgment of the committee shall seem wise; and generally to perform such other duties as shall best promote the objects of the League.

SEC. 6. The Committee on Transportation shall arrange and secure special rates and agreements for the carriage of members of the League and their wheels; shall have power to represent the League in negotiation with transportation lines, and fix the route for League travel.

SEC. 7. (a) To the Racing Board shall be referred all matters pertaining to racing and the championships. It shall make all arrangements for the annual championships which are held under League auspices, and shall assign such other championships as are now or may be established, to be run under the auspices of such clubs or associations as it may consider most desirable, and under such conditions as it may deem expedient.

(b) It shall be the duty of the board to make inquiry regarding any wheelman whose amateur status is questioned, and all protests or charges shall be entered with the Chairman of the Board, who shall provide for an investigation by a member or members of the Board. Pending investigation, the party against whom these charges are brought may be suspended from the track. Suspicious circumstances, which are, in the judgment of any member of the board, sufficient to make the status of any wheelman a matter of any reasonable doubt, shall be the basis of an investigation in the absence of formal protests or charges. The member or members to whom the work of investigation is assigned shall immediately communicate with the party under suspicion, either in person or by registered letter, lay all charges before him, or set forth the circumstances which lead to a reasonable doubt, and call for an answer to the charges or a satisfactory explanation of the circumstances which gave rise to the doubt. Silence and failure to reply within thirty days to the charges presented, shall be considered an admission of guilt. If the charges are proved, or the reasonable doubt is not removed, it shall be the duty of the Chairman to report the findings in the official organ, declaring that the party has forfeited his amateur status, and warning all amateurs not to compete with him; and such official declaration shall carry with it expulsion from the League, if the person concerned be a member thereof.

(c) It shall be within the province of the Racing Board to receive the request of any wheelman for reinstatement as an amateur, to make full inquiry, and to decide the case on its merits. If the board shall be satisfied that the best interests of the sport will be enhanced by the restoration of the applicant to the status of an amateur it may declare him to be reinstated and invest him with all the rights and privileges enjoyed by amateurs. A unanimous vote shall be required for reinstatement.

(d) It shall be within the province of the Racing Board to suspend from the race track, for such time as it may deem proportionate to the offense, any wheelman guilty of unfair dealing in connection with cycle racing or ungentlemanly conduct on the track, or any wheelman who competes in a race not governed by the rules of the L. A. W., or those that may be approved by the Racing Board. Any wheelman who knowingly competes with one who has been suspended will render himself liable to a like penalty.

(e) The Racing Board shall have the power to make such rules for its government, and the government of cycle race meetings, as may be deemed expedient, and may appoint one or more official handicappers at its discretion.

SEC. 8. (a) The Committees on Rights and Privileges, Rules and Regulations and Membership shall consist of three (3) members each. The Racing Board shall consist of at least five members.

(b) The Committee on Transportation shall consist of a chairman, who shall have power to add members to the committee not exceeding ten in number.

ARTICLE V.

PROTESTS, SUSPENSIONS, REMOVALS AND EXPULSIONS.

SECTION I. (a) Any member holding a position in the League, either as officer, member of a committee, or member of the National Assembly, who shall be charged in writing by ten members of the League with malfeasance in office, or with conduct prejudicial to the interests of the League, may be suspended by the President pending an investigation of the charges.

(b) Any member against whom charges have been preferred as above shall be furnished with a copy of the charges, and shall be heard in his own defense, after not less than twenty days' notice, before a committee consisting of the President and the Chairman of the Committees on Rights and Privileges, Rules and Regulations, Membership and Improvement of Highways, and if found guilty of the charges preferred, may be reprimanded, suspended for a specified time, removed from his position, or expelled from the League.

(c) Any member found guilty and sentenced as above shall have the right to appeal to the National Assembly, a two-thirds vote of which shall be necessary to overrule the decision of the

committee. Such appeal shall be filed with the Secretary within twenty days after the finding of the committee, and until it shall be decided the judgment shall stand.

SEC. 2. Any member of the League, not holding a position, charged with conduct prejudicial to the interests of the organization, may be protested in writing by four members of the League. In case of such protest, the charges and specifications shall be sent to the Secretary, who shall make a record of the protest and forward all the papers to the Membership Committee. The Membership Committee shall furnish the protested member with a copy of the charges and hear him in his own defense. If, after a full hearing, the committee shall find that the charges are sustained, it may impose a penalty of reprimand, suspension or expulsion, but in the latter case an appeal may be taken to the Rights and Privileges Committee.

SEC. 3. A member of the League charged with being a professional wheelman may be protested in writing by any member. In case of such protest the charges and specifications shall be sent to the Secretary, who shall make a record of the protest and forward all the papers to the Racing Board. In a case of this nature the Racing Board shall proceed as provided in Art. IV, Sec. 7, of these By-Laws, and its judgment shall be final and without appeal.

SEC. 4. An applicant for membership may be protested in writing by any member, but the protest must be in the hands of the Secretary within two weeks from the date on which the applicant's name is published in the official organ. All such protests shall be regarded as confidential so far as a disclosure of the protesting member's name is concerned. The Secretary shall make a record of the protest, and forward all the papers to the Membership Committee. If, after a full hearing, the committee shall find that the protest is a just one, it shall sustain the charges and deny the applicant admission. If the protest charges the applicant with being a professional, the committee may refer the protest to the Racing Board for investigation, and in such case shall abide by the decision of the Board in its finding for or against the applicant. In case an applicant is denied admission his fee shall be returned.

SEC. 5. Expulsion from League Clubs shall entail expulsion from the League, provided the Membership Committee concur therein. When a member has been expelled from a League Club and the club desires his expulsion from the League, the Secretary of the club shall forward to the Secretary of the League a full statement of the circumstances which led to the expulsion. The Secretary shall make a record of the case and forward the papers to the Membership Committee. If the Membership Committee shall find that the offense against the club was also an offense against the League, or if they shall find that the best interests of the League call for the expulsion of the member, they shall direct the Secretary to expunge the name from the books.

ARTICLE VI.

SECTION 1. Members removing from one Division to another at any time prior to January 1 of each year, may obtain membership in the latter Division by filing with the Secretary of the League and the Secretary-Treasurers of both Divisions notice of intention of such change. Upon receipt of such notice the Secretary of the League shall forthwith transfer the applicant as requested, and shall debit the old and credit the new Division with an equitable share of the fee and dues paid to the League during the year current by the member asking for the transfer.

ARTICLE VII.

ASSESSMENT OF DIVISIONS.

The National Assembly may at any meeting, by a vote of the members and proxies present, lay a per capita assessment upon the Divisions.

ARTICLE VIII.

UNIFORM AND BADGES.

SECTION 1. The uniform of the League shall be of cloth adopted by the National Assembly, or by a special Committee on Uniform, and shall be made as follows:

The coat shall consist of a single-breasted sacque, square front, to button up close to the chin with six L. A. W. buttons; falling collar, fitting closely around the neck; no inside lining; a facing of the same goods back to the arms and over the shoulders, double-stitched edges and welted seams; four outside patch pockets; two small buttons on each sleeve at the underseam.

The knee breeches shall button at the bottom on the outside with three small L. A. W. buttons; reinforced seat; two hip pockets and one watch pocket; French fly; five loops for belt of same cloth on waist band; the V notch at the back to adjust with lace eyelets.

The vest shall be single breasted, six L. A. W. buttons, no collar, four outside pockets.

Cap: L. A. W. cloth, flat top, soft crown, silk lined, falling visor, L. A. W. buttons, black silk vealurs band, and silk cord, four ventilators in top.

Hose: Ribbed woolen, of color to match suit.

Shirt: Gray flannel, to button in front, one breast pocket.

SEC. 2. The Executive Committee may appoint a National Tailor for the League, and each Chief Consul may appoint a Division Tailor for his Division under such regulations and restrictions as the Committee on Uniform may make and impose.

SEC. 3. (a) The emblem or badge of the League shall be a wheel, having upon its side three wings radiating from the hub to the rim at equal distances apart, and the letters "L. A. W." on the spokes between the wings.

(b) The emblems of the officials of the League shall be such as are established by the Executive Committee.

SEC. 4. Wearing the uniform or the badge shall not be compulsory, nor can they be held to indicate membership in the League, the League ticket being the only reliable certificate of membership.

ARTICLE IX.

SEAL OF THE LEAGUE.

The seal of the League shall be a fac simile of the League badge surrounded by the words, "League of American Wheelmen, Organized 1880."

ARTICLE X.

ELECTION BY BALLOT.

All officers of the League shall be elected by written or printed ballot, and a majority of all the votes cast shall be necessary to elect. Each officer shall be elected by a separate ballot.

ARTICLE XI.

ADDITIONS AND AMENDMENTS.

SECTION 1. The Executive Committee may amend these By-Laws at any time when a Constitutional Convention shall have amended the Constitution and rendered these By-Laws inconsistent therewith. But this power to amend shall be limited to such changes as shall remove the inconsistencies. Announcement of all such amendments shall be published in the official organ.

SEC. 2. Additions or amendments to the By-Laws may be made by the National Assembly, but it shall make no amendment unless thirty days' notice thereof shall have been given through the columns of the official organ.

BY-LAWS OF THE OHIO DIVISION,

As Amended at Columbus, Ohio, on July 13, 1891.

1. In accordance with Article II, Section 2, of the Constitution of the League of American Wheelmen, said Constitution is adopted as a basis for the organization of this Division.

2. The Board of Officers, consisting of the Chief Consul, Vice-Consul, Secretary-Treasurer and Representatives at Large, shall be nominated by ballot at the regular annual meeting of the Division.

There shall also be elected by ballot at the annual meeting a Board of Electors, consisting of three members, none of whom shall be candidates for either of the offices before specified.

Should there be an increase in the Division membership, or a vacancy in the ticket nominated at the annual meeting, the Chief Consul shall forward, on October 1, to the Board of Electors, nominations for such officers and additional Representatives as the Division may be entitled to.

Prior to October 15 it shall be the duty of the Board of Electors to mail a printed report of the nominations at the annual meeting, together with the additional nominations made by the Chief Consul, to each member of the Division, together with a ticket in accordance therewith, with the instructions that said ticket must be mailed, sealed, to the Chairman of said Board of Electors before November 15. On that date the Board of Electors shall meet and count the ballots, after which they must certify the result to the Secretary-Treasurer, who shall publish the same in the *L. A. W. Bulletin*.

Any League Club, or any ten members of the Division, may also place in nomination any candidates they choose, and report same to Board of Electors prior to October 1. Such nominations shall be forwarded to the membership of the Division in connection with the printed report of the Board heretofore specified.

3. The Chief Consul shall have general management and oversight of the affairs of the League in this State. He shall call and preside at all State meetings, shall approve and appoint one Consul for each locality that, in his judgment, is entitled thereto, and shall appoint League hotels.

4. The Secretary-Treasurer shall receive and account for all moneys belonging to the

Division. He shall keep a record of all applications for and renewals of membership from this State, and perform such other duties as the office requires. He shall give bond in such amount as the Board of Officers may determine. He shall receive a salary of \$100 a year.

5. Representatives shall recommend to the Chief Consul names of members of the League to serve as Consuls, and shall recommend hotels for appointment as League headquarters.

They shall, in connection with the Chief Consul, have power to decide all local matters in the State, and shall have general oversight of the affairs of the League in their immediate districts.

6. The Chief Consul shall have power to appoint additional Representatives as the increase of the membership may warrant, and also to fill vacancies which may occur in any and all offices or committees.

7. The annual meeting of the Division shall be held upon call of the Chief Consul, between the dates of May 1 and September 1. Special meetings may be called by the Chief Consul upon a written request of not less than five members from each of five Districts of the Division; such calls to state the business to come before the meeting, and no other business shall be considered.

8. Any member present at the annual, or at any special meeting of the Division, will be entitled to cast the ballots of not more than ten absent members, upon presentation of proxies duly signed by such absentees and accepted by the Committee on Credentials.

The Representative or Delegate of any League Club may be entitled to cast the full proxy vote of his Club, upon the presentation of credentials signed by the President and Secretary of the Club, or Vice-President and Secretary *pro tem*. Said credentials must embody a copy of the resolution passed by the Club so authorizing said Representative or Delegate, and must be under the seal of the Club or attested by three Club members.

9. The annual dues shall be one dollar.

10. The expenditure of the funds of the Division shall be subject to the direction of the Board of Officers, provided that the Chief Consul and Secretary-Treasurer shall be authorized to draw upon such funds for the expenses of their offices; an itemized account of such expenditures to be made at the next meeting of the Board.

11. An Auditing Committee of three shall be appointed by the Chief Consul at the regular annual meeting to examine the books and accounts of the Secretary-Treasurer.

12. The Chief Consul shall appoint and announce at the December meeting of the Board of Officers the following Standing Committees, to consist of three members each:

- I. Rights and Privileges.
- II. Improvement of Highways.
- III. Rules and Regulations.
- IV. Transportation.
- V. Racing.

13. The railroad fares of the Chief Consul, Vice Consul, Secretary-Treasurer, and Representatives at Large to the Board meetings, and the expenses of the Board of Electors, in discharge of their duties, shall be paid from the Division funds; and the Board of Officers are authorized to draw upon said funds (the condition of the treasury warranting) for the expenses of the Chief Consul, Vice-Consul, Secretary-Treasurer, and Delegates to the National Assembly.

14. At all meetings of the Division the established laws of deliberative assemblies shall be observed.

15. The Order of Business at the annual meeting shall be:

Appointment of Committee on Credentials.

Report of Chief Consul.

Report of Secretary-Treasurer.

Appointment of Auditing Committee.

Report of Committee on Credentials.

Report of Standing Committees.

Unfinished or Referred Business.

Nominations.

Elections.

New Business.

Report of Special Committees.

16. These By-Laws may be altered or amended by a majority of members voting in person or by proxy at any regular annual meeting.

Transportation.

To the members it is well to publish that all railroads in the Trunk Line (except the New England members¹), Central Traffic, Western States, Trans-Missouri and Trans-Continental Passenger Associations carry bicycles free, under slightly varying conditions, when accompanied by owner with first-class passage ticket; it being understood in all cases that the wheel is carried at owner's risk of damage or delay. Rules of carriage vary with different routes. With some, simply placing the wheel in baggage car and presenting a passage ticket is sufficient; with others, a baggage check is required; with still others a special permit is necessary, such permit to be obtained from the baggage or passenger department. Wheelmen traveling by train, therefore, should, whenever possible, ascertain before commencing their journey the rules of the railway line with respect to the carriage of wheels, and govern themselves accordingly. Avoid disputes with train baggagemen whenever possible. Such disputes are always annoying, and generally unprofitable. If payment is demanded, take a receipt for the amount paid and send it, with all the facts bearing on the case, to the Chairman of the Transportation Committee, who will make every effort to have the sum refunded and subsequent overcharges prevented.

Remember, this is not a wheelman's "right," but a favor granted them.

Wheelmen should patronize the routes given below exclusively, *even on business trips, when not accompanied by wheels*, and in that way reciprocate the favor extended when traveling with wheels.

On account of excessive charges on wheels, members are specially warned to avoid the Norfolk and Western Railroad and its branches, including the Shenandoah Valley Railroad.

LIST OF ROUTES.

Allegheny Valley Railroad.
Atchison, Topeka and Santa Fe Railroad.
Atlantic and Pacific Railroad.
Atlantic Coast Line Railroad.
Baltimore and Ohio Railroad.
Buffalo, Rochester and Pittsburg Railroad.
Burlington, Cedar Rapids and Northern Ry.
Burlington and Missouri River Railroad.
California Central Railway.
California Southern Railroad.
Central Iowa Railway.
Central Railroad of New Jersey.
Central New England and Western Railroad.
Central Railroad and Banking Co. of Georgia.
Chesapeake and Ohio Railroad.

Chicago, Burlington and Kansas City Railroad.
Chicago, Burlington and Northern Railroad.
Chicago, Burlington and Quincy Railroad.
Chicago, Kansas and Nebraska Railway.
Chicago, Milwaukee and St. Paul Railway.
Chicago, Rock Island and Pacific Railway.
Chicago, Santa Fe and California Railway.
Chicago, St. Louis and Pittsburg Railroad.
Chicago, St. Paul and Kansas City Railway.
Chicago, St. Paul, Minneapolis and Omaha Ry.
Chicago and Alton Railroad.
Chicago and Atlantic Railway.
Chicago and Grand Trunk Railway.
Chicago and Northwestern Railway.
Chicago and West Michigan Railway.

Cincinnati, Hamilton and Dayton Railroad.
 Cincinnati, Jackson and Mackinaw Railroad.
 Cincinnati, Wabash and Michigan Railroad.
 Cincinnati, Washington and Baltimore R. R.
 Cincinnati and Muskingum Valley Railway.
 Cleveland, Akron and Columbus Railway.
 Cleveland, Cincinnati, Chicago & St. Louis Ry.
 Cleveland and Marietta Railway.
 Cleveland and Pittsburg Railroad.
 Colorado Midland Railway.
 Columbus, Hocking Valley and Toledo Ry.
 Columbus and Cincinnati Midland Railroad.
 Dayton and Ironton Railroad.
 Delaware, Lackawanna and Western Railroad
 Delaware and Hudson Canal Co.
 Denver, Texas and Ft. Worth Railroad.
 Denver and Rio Grande Railroad.
 Detroit, Grand Haven and Milwaukee Railway.
 Detroit, Lansing and Northern Railroad.
 Duluth, South Shore and Atlantic Railway.
 Duluth and Iron Range Railroad.
 Eastern Railway Company, of Minnesota.
 Elmira, Cortland and Northern Railroad.
 Evansville and Terre Haute Railroad.
 Ft. Wayne, Cincinnati and Louisville Railroad.
 Fremont, Elk Horn and Missouri Valley R. R.
 Grand Rapids and Indiana Railroad.
 Grand Trunk Railway.
 Green Bay, Winona and St. Paul Railroad.
 Gulf, Colorado and Santa Fe Railway.
 Hannibal and St. Joseph Railroad.
 Houston, East and West Texas Railway.
 Houston Belt and Magnolia Park Railroad.
 Illinois Central Railway.
 Indiana, Bloomington and Western Railway.
 Indianapolis, Decatur and Western Railway.
 Indianapolis and Vincennes Railroad.
 International and Great Northern Railroad.
 Jefferson, Madison and Indianapolis Railroad.
 Kansas City, Ft. Scott and Memphis Railroad.
 Kansas City, St. Joseph and Council Bluffs R.R.
 Kansas City, Wyandotte & Northwestern R. R.
 Keokuk and Western Railroad.
 Lake Erie and Western Railway.
 Lake Shore and Michigan Southern Railway.
 Lehigh Valley Railroad.
 Little Rock and Memphis Railroad.
 Louisville, Evansville and St. Louis Railroad.
 Louisville, New Albany and Chicago Railway.
 Louisville, New Orleans and Texas Railroad.
 Louisville and Nashville Railroad.
 Merchants' and Miners' Transportation Co.
 Michigan Central Railroad.
 Milwaukee, Lake Shore and Western Railway.
 Milwaukee and Northern Railroad.
 Minneapolis, St. Paul and Sault Ste. Marie Ry.
 Minneapolis and St. Louis Railway.
 Missouri, Kansas and Texas Railway.
 Missouri Pacific Railway.
 Mobile and Ohio Railroad.
 Montana Central Railway.
 National City and Otay Railroad.
 New England and Savannah Steamship Co.
 New York Central and Hudson River Railroad.
 New York, Chicago and St. Louis Railway.
 New York, Lake Erie and Western Railroad.
 New York, Ontario and Western Railroad.
 New York, Pennsylvania and Ohio Railroad.
 Northern Central Railway.
 Northern Pacific Railroad.
 Ocean Steamship Co., Savannah.
 Ohio River Railroad.
 Ohio and Mississippi Railway.
 Oregon Railway and Navigation Company.
 Oregon and Washington Territory Railroad.
 Pennsylvania Company.
 Pennsylvania Railroad.
 Peoria, Decatur and Evansville Railway.
 Philadelphia and Reading Railroad.
 Pittsburg, Cincinnati and St. Louis Railroad.
 Pittsburg, Ft. Wayne and Chicago Railway.
 Pittsburg and Lake Erie Railroad.
 Pittsburg and Western Railroad.
 Queen and Crescent Route.
 Rio Grande Western Railway.
 Rock Island and Peoria Railway.
 Rome, Watertown and Ogdensburgh Railroad.
 Richmond and Danville Railroad.
 San Antonio and Arkansas Pass Railroad.
 San Diego, Guayama and Eastern Railway.
 San Francisco and North Pacific Railroad.
 Savannah, Florida and Western Railroad.
 Scioto Valley Railway.
 Sioux City and Pacific Railroad.
 Sonoma Valley Railroad.
 Southern Pacific Co., Atlantic System.
 Southern Pacific Co., Pacific System.
 St. Joseph and Grand Island Railway.
 St. Louis, Arkansas and Texas Railway.
 St. Louis, Des Moines and Northern Railway.
 St. Louis, Iron Mountain and Southern Ry.
 St. Louis, Keokuk and Northwestern Railroad.
 St. Louis and Hannibal Railroad.
 St. Louis and San Francisco Railway.
 St. Paul, Minneapolis and Manitoba Railway.
 St. Paul and Duluth Railroad.
 Terre Haute and Peoria Railroad.
 Texas Central Railway.
 Toledo, Ann Arbor and North Michigan Ry.
 Toledo, Columbus and Cincinnati Railway.
 Toledo, Peoria and Western Railroad.
 Toledo and Ohio Central Railroad.
 Union Pacific Railway.
 Valley Railway.
 Vandalia Line.
 Wabash Railroad.
 Western New York and Pennsylvania Railroad.
 West Shore Railroad.
 Wheeling and Lake Erie Railway.
 Wisconsin Central Railroad.
 Western Maryland Railroad.

The National Racing Board.

MEMBERS.

H. E. RAYMOND, CHAIRMAN, 245 Flatbush Ave., Brooklyn, N. Y.
GEORGE COLLISTER, 147 Ontario Street, Cleveland, O.
L. A. MILLER, Meriden, Conn.
H. CROWTHER, 34 South Third Street, Philadelphia, Pa.
W. W. WATTS, 548 W. Jefferson Ave., Louisville, Ky.
W. C. THORNE, 116 Michigan Ave., Chicago, Ill.
C. C. CANDY, Denver, Col.

Members of the Racing Board have had assigned them the following territory :

DISTRICT A—Mr. RAYMOND, in charge of New York.

DISTRICT B—Mr. MILLER, in charge of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut.

DISTRICT C—Mr. CROWTHER, in charge of Pennsylvania, Maryland, Delaware, District of Columbia, and New Jersey.

DISTRICT D—Mr. COLLISTER, in charge of Ohio, Michigan, Indiana, West Virginia, Virginia, North and South Carolina.

DISTRICT E—Mr. THORNE, in charge of Illinois, Wisconsin, Iowa, Minnesota, Dakota, Nebraska, Montana, Wyoming, Idaho, Oregon, and Washington.

DISTRICT F—Mr. WATTS, in charge of Kentucky, Tennessee, Mississippi, Alabama, Georgia, Florida, Arkansas, Louisiana, and Texas.

DISTRICT G—Mr. CANDY, in charge of Missouri, Kansas, Indian Territory, Colorado, New Mexico, Utah, Arizona, Nevada, and California.

OFFICIAL HANDICAPPERS.

DISTRICT No. 1—NEW ENGLAND STATES.

1. Henry Goodman, Drawer 11, Hartford, Conn.
2. E. P. Burnham, Newton, Mass.

DISTRICT No. 2—NEW YORK AND NEW JERSEY.

1. F. P. Prial, Box 444, New York City.

DISTRICT No. 3—PENNSYLVANIA, MARYLAND, DELAWARE, DISTRICT OF COLUMBIA, VIRGINIA, NORTH CAROLINA, AND SOUTH CAROLINA.

1. George D. Gideon, 17 North Seventh Street, Philadelphia, Pa.

DISTRICT No. 4—TENNESSEE, KENTUCKY, ALABAMA, GEORGIA, AND FLORIDA.

1. Charles J. Scherer, 211 Main Street, Memphis, Tenn.
2. M. J. Fleck, 332 East Walnut Street, Louisville, Ky.

DISTRICT No. 5—MISSISSIPPI, LOUISIANA, TEXAS, AND ARKANSAS

1. A. M. Hill, 115 Canal Street, New Orleans, La.

DISTRICT No. 6—MISSOURI, KANSAS, AND INDIAN TERRITORY.

1. Albert J. Emery, 810 N. Second Street, St. Louis, Mo.
2. Wm. Taylor, Topeka, Kan.

DISTRICT No. 7—OHIO AND WEST VIRGINIA.

1. John T. Huntington, Brush Electric Co., Cleveland, Ohio.

DISTRICT No. 8—INDIANA, ILLINOIS, MICHIGAN, AND WISCONSIN.

1. S. A. Miles, 334 Dearborn Street, Chicago, Ill.
2. L. Wainwright, Indiana, Ind.
3. J. M. Erwin, 297 North State Street, Chicago, Ill.
4. H. P. Andrae, 225 West Water Street, Milwaukee, Wis.

DISTRICT No. 9—MINNESOTA, NORTH DAKOTA, SOUTH DAKOTA, MONTANA, AND WYOMING.

DISTRICT No. 10—NEBRASKA, IOWA, AND NEW MEXICO.

1. J. H. Kastman, Omaha, Neb.

DISTRICT No. 11—IDAHO, UTAH, ARIZONA, AND COLORADO.

1. Bert W. Cole, 221 Sante Fe Avenue, Pueblo, Col.
2. C. B. Whitney, Denver, Col.

DISTRICT No. 12—OREGON AND WASHINGTON.

DISTRICT No. 13—CALIFORNIA AND NEVADA.

1. Fred. Russ Cook, 415 Market Street, San Francisco, Cal.
2. H. C. F. Smith, Los Angeles, Cal.

EXTRACTS FROM CONSTITUTION AND BY-LAWS.

CONSTITUTION—Art. III, Sec. 9

AMATEUR RULE. An amateur is one who has not engaged in, or assisted in, or taught cycling or any other recognized athletic exercise for money or other remuneration, or knowingly competed with or against a professional for a prize of any description; or one who, after having forfeited the amateur status, has had the same restored by a competent authority having jurisdiction over the sport. A cyclist ceases to be an amateur by:

(a) Engaging in cycling or other recognized athletic exercise, or personally teaching, training, or coaching any person therein, either as a means of obtaining a livelihood, or for a wager, money prize, or gate money.

(b) Competing with a professional, or making pace for, or having the pace made by such in public or for a prize.

(c) Selling, pawning, turning into cash, or realizing upon any prize won by him.

(d) Accepting directly or indirectly for cycling, any remuneration, compensation, or expense whatever from a cycle manufacturer, agent, or other person interested in the trade, or from any other person having a pecuniary interest in the sport, except that a cyclist may accept, from the cycle or athletic club which he represents, his necessary expenses in training for and attending race meetings.

(e) A cyclist does not forfeit his amateur status by teaching the elements of cycling solely for the purpose of effecting the sale of a cycle.

(f) The League recognizes as athletic exercises, in addition to cycling, all sports over which the Amateur Athletic Union, the National Association of Amateur Oarsmen, and other amateur athletic organizations have jurisdiction.

BY-LAWS.

ARTICLE IV, SEC. 7. (a) To the Racing Board shall be referred all matters pertaining to racing and the championships. It shall make all arrangements for the annual championships which are held under League auspices, and shall assign such other championships as are now or may be established, to be run under the auspices of such clubs or associations as it may consider most desirable, and under such conditions as it may deem expedient.

(b) It shall be the duty of the Board to make inquiry regarding any wheelman whose amateur status is questioned, and all protests or charges shall be entered with the Chairman of the Board, who shall provide for an investigation by a member or members of the Board. Pending investigation, the party against whom these charges are brought may be suspended from the track. Suspicious circumstances, which are, in the judgment of any member of the Board, sufficient to make the status of any wheelman a matter of reasonable doubt, shall be the basis of an investigation in the absence of formal protests or charges. The member or members to whom the work of investigation is assigned shall immediately communicate with the party under suspicion, either in person or by registered letter, lay all the charges before him or set forth the circumstances which lead to a reasonable doubt, and call for an answer to the charges or a satisfactory explanation of the circumstances which gave rise to the doubt. Silence and failure to reply within thirty days to the charges presented, shall be considered an admission of guilt. If the charges are proved, or the reasonable doubt is not removed, it shall be the duty of the Chairman to report the findings in the official organ, declaring that the party has forfeited his amateur status, and warning all amateurs not to compete with him; and such official declaration shall carry with it expulsion from the League, if the person concerned be a member thereof.

(c) It shall be within the province of the Racing Board to receive the request of any wheelman for reinstatement as an amateur, to make full inquiry, and to decide the case on its merits. If the Board shall be satisfied that the best interests of the sport will be enhanced by the restoration of the applicant to the status of an amateur, it may declare him to be reinstated and invest him with all the rights and privileges enjoyed by amateurs. A unanimous vote shall be required for reinstatement.

(d) It shall be within the province of the Racing Board to suspend from the race track, for such a time as it may deem proportionate to the offense, any wheelman guilty of unfair dealing in connection with cycle racing or ungentlemanly conduct on the track,* or any wheelman who competes in a race not governed by the rules of the L. A. W., or those that may be approved by the Racing Board. Any wheelman who knowingly competes with one who has been suspended will render himself liable to a like penalty.

(e) The Racing Board shall have the power to make such rules for its government and the government of cycle race meetings as may be deemed expedient, and may appoint one or more official handicappers at its discretion.

GENERAL RULES.

A. Any amateur wilfully competing at races not held under the rules of the Board, or rules approved by the Board, shall be liable to suspension from the race track for such a time as the Racing Board may determine; and amateurs are notified that to compete against any rider who has been suspended will render them liable to the same penalty.

B. Promoters of race meets must in all cases apply to the member of the National Racing Board in charge of the District in which the event or events are to be run, for official sanction. If it shall appear that there will be a confliction of dates and interests, the first application under

* The following will be considered as unfair dealing and ungentlemanly conduct, and render the offender liable to suspension:

1. Entering a class race to which his record does not give him the right of entry.
2. Suppression of true figures and rendering of false figures to the official handicappers.
3. The use of obscene language on the track.
4. Swearing at other competitors and at race officials.

this rule shall have precedence, to be decided by said member of the Board, and notice of such race meet or event must be forwarded to the Chairman of the National Board by the member in charge. Any amateur competing at a race meet or event not thus officially sanctioned shall be suspended at the option of the Board.

C. The Racing Board will receive and pass upon all claims for records, either competition or time.

Competition records must be made at an open meeting. Claimants must furnish a statement from the judges and time-keepers, together with a sworn statement from a competent surveyor, certifying the measurement of the track. When a claim for a record has been proved to the satisfaction of the Board, the record shall be published in the official organ and stand as record on the books of the Board. No claim for record made at a meeting not governed by League rules will be considered. No claim for record made on the Lord's day will be considered. The Board will enter no competition record on its books that is not made at an open meeting of which at least one week's notice has been given. A competition record must be made in a race between men. A time record may be made with or without pace-makers.

D. Tracks shall be measured on a line drawn at least eighteen inches out from a well-defined, fixed, and continuous inner curb or pole, and no record shall be allowed on a track otherwise measured.

E. The Board reserves the right to exclude from the racing path any and all machines which, in its judgment, do not come within the commonly-accepted meaning of the terms "bicycle" and "tricycle," either by peculiarity of construction or by undoubted mechanical advantages which they may possess.

F. 1. The National L. A. W. championship events shall be as follows: *One-quarter, one-half, and one-mile "ordinary" bicycle*, one-quarter, one-half, one-mile, and two-mile "safety" bicycle, and one-mile "tandem" safety bicycle.

2. Each L. A. W. Division may contest corresponding events, to be known as Division championships, under the supervision of the Division Racing Board. The Chairman of the National Racing Board shall have power to appoint Division Racing Boards and fill vacancies when not provided for in a Division's constitution or by-laws. Each Division Racing Board shall have entire charge of all matters pertaining to the running of the championships of its Division. The Division championships shall be contested prior to July 15th of each year, at such place or places as the Division Racing Board may determine, but shall be assigned only to League clubs. Division championships are open to any League member residing in the Division.

3. Only the winner of each Division championship shall be eligible to enter corresponding National championships. Any wheelman who is a member of a Division which fails to contest its Division championships, or who is a member of the League and resides in a State where no L. A. W. Division has been formed, may compete in the National championships upon obtaining the consent of the Chairman of the National Racing Board.

4. The National championships shall be contested annually, between July 15th and October 15th, at such place as the Racing Board may determine. National and Division championships are open to League members only, and the trophies for National championships shall be medals, to cost in no case more than fifty dollars per set of three (gold, silver, and bronze respectively), *to become the property of the winners*, and to be struck from dies owned by the League.

5. The Racing Board shall give at least thirty days' notice of the location and date of the National championships. Division Racing Boards shall, within their own Division, give at least fourteen days' notice of the location and date of the Division championships; and no confliction of dates will be allowed.

6. Privilege to hold State championships in States where no Division of the League has been formed may be granted to clubs or authorized associations, where the importance of the meeting is sufficient to warrant the Racing Board's special sanction; but the winner shall not be eligible to compete in any National championships by reason of winning such event.

G. 1. One or more official referees may be appointed in his District by the member of the National Racing Board for that District. In any Division or District for which an official referee shall have been appointed, he shall act in any and all authorized cycle-race meets held in that Division or District. Any official referee may be removed for cause by the member by whom he was appointed.

2. The Board shall appoint seven or more League handicappers, giving to each a special district at its discretion, who shall, for a stated fee, attend to the classification and handicapping of racing men. Classification shall be based on the appended table in Rule 28. Handicaps shall be based on the ability as well as record of the contestants. Handicaps shall be framed and the men classified before the day of the race, shall appear on the programme, and shall not be changed during that day's meeting.

3. Entries to handicap and class races shall close seven days prior to contest, to allow time for proper investigation. All entries *must* be accompanied by a statement of best two performances.

4. Entrance fee to all races must in all cases be paid in advance, and failure to so pay shall be sufficient reason for disqualification by the Executive Board of the race meet.

5. Promoters of races must send to the official handicapper of the District in which the races are to be held a complete list of entries, accompanied by entry blanks in all handicap and class races, not later than five days previous to the date of races. Any contestant in a handicap or class race not handicapped or classified by the District handicapper shall be liable to suspension from the race track for such a time as the Racing Board may determine; except that in closed club or school races the captain of such club or school may do the handicapping. All entry blanks shall become the property of the League, and shall be in charge of the District Handicappers. Promoters of race meeting shall send to the Official Handicapper of their races and to the Chairman of the Racing Board, within one week after a race meeting, an official score card giving the times of the first and second man in each event. Official score cards will be furnished by the Official Handicapper.

6. A fee of twenty-five cents may be charged for each handicap or classified entry, to be paid by the club or promoters of the race meeting for which the handicapping and classifying is done.

H. No open betting shall be permitted. The officials of a race meeting (see Rule 2) shall not bet upon the results of any race. Officials found guilty of violating this rule shall be debarred from holding official positions at race meetings for such times as the Racing Board may determine.

I. No prizes except medals, suitably inscribed, shall be given to or received by any cyclist competing in National or Division championships.



TRACK RULES.

1. Entries and awards in amateur events shall be confined strictly to amateurs, and persons entering for these races who are not members of cycle or other athletic clubs whose rules of membership exclude professionals, must satisfy the Executive Board that they are not professionals, either by their own statements in writing, or otherwise.

2. The officers of *all* race meetings and cycling events shall be a referee (who must be an amateur wheelman), three judges at the finish, three time-keepers, one starter, one clerk of the course (with assistants if necessary), one scorer (with assistants if necessary), and one umpire for each turn in the track, or more, at option of the referee. The referee, judges, and clerk of the course shall constitute an Executive Board.

3. The referee shall have general supervision of the race meeting. He shall give judgments on protests received by him; shall decide all questions or objections respecting foul riding or offenses which he may be personally cognizant of, or which may be brought to his attention by an umpire or other officers. He shall act as he may think for the best in cases of misconduct of attendants, and shall disqualify any competitor for the event, day, or meet, who may become liable to disqualification. He shall decide all questions whose settlement is not otherwise provided for in these rules. His decision, in all cases, shall be final.

4. The judges shall decide the positions of the men at the finish. In case of disagreement, the majority shall decide. Their decision shall be final and without appeal.

5. The time-keepers shall compare watches before the races are started, and shall note any variance; they shall each time every event, and in case of disagreement the intermediate time of the three watches shall be the official time. Time shall be taken from the flash of a pistol. In case two watches of the three mark the same time, that shall be the official time.

6. The scorer shall record the laps made by each competitor, the order of the men at the finish as given him by the judges, and the time as given him by the time-keepers. He shall indicate the commencement of the last lap by ringing a bell as the riders pass over the mark for the final lap.

7. It shall be the duty of the starter, when it has been reported to him by the clerk of the course that all the competitors are ready, to see that the time-keepers are warned, and before starting the men to say "Mount;" in a few seconds after to say "Are the timers ready? Are the starters ready?" and if no reply to the contrary be given, to effect the start by report of a pistol. Should the pistol miss fire, the start may be made by the word "Go!" The starter shall announce to the competitors the distance which they are to ride. The starter may, at his discretion, put back for a distance any competitor starting before the signal is given. In case of a false start, the competitors shall be called back by the starter by the ringing of a bell and re-started. Any competitor refusing to obey shall at once be disqualified.

In handicap events the starter shall post a man one hundred feet in front of the limit-man, and in case of false starts the man so placed shall drop a flag at a signal from the starter agreed upon before the race is run.

In case of a fall within thirty feet of the scratch-line, the contestants shall be recalled by the starter by the ringing of a bell and the race started over again.

8. The clerk of the course shall call competitors in ample time for each event, and see that

they are provided with numbers properly worn. He shall report the contestants to the scorers, see that they are on their appointed marks, and call their numbers for the scorers as they cross the line at the end of each lap.

9. It shall be the duty of an umpire to stand at such part of the field as the referee may direct, to watch closely the riding, and immediately after each race to report to the referee any competitor or competitors whose riding he may consider unfair, to the end that the referee, before making any decision, may be credibly informed by an official as to the facts.

10. It shall be the duty of the Executive Board to pass upon any questionable entry, and they shall have the power to make any alteration in the programme that they may deem necessary, or to disqualify intending competitors, without any protests being lodged by another competitor.

11. No persons whatsoever shall be allowed inside the track except the officials. Authorized persons shall wear a badge. Competitors not engaged in a race actually taking place shall not be allowed inside or on the track. *No one* shall be allowed to "coach" competitors on the track.

12. Any competitor making a false entry shall be disqualified and debarred from any place or prize, and will be liable to suspension from the race tracks.

13. Choice or change of machine and choice of costume shall not be limited, except that shirt and breeches shall not bare shoulder or knee. *Referees must insist on the enforcement of this rule.*

In races distinctly stated on the programme of events to be for a particular class of machine, this rule shall not apply so far as choice and change of machine are concerned. Safety bicycle races shall be limited to machines whose driving-wheel does not exceed 36 inches in diameter. "Ordinary" bicycles and "safety" or "tandem" safety bicycles shall not be ridden in the same race, except by permission of the Chairman of the Racing Board. Race promoters desiring to bar out a certain type or style of machine must give notice of such intention on both entry blank and programme, in order that racing men may understand the conditions under which they are to compete.

14. Every competitor will receive in the dressing-room a number corresponding with his number on the programme, which must be worn on his back during the race. He shall inform himself of the times at which he must compete, and await the call of the clerk in the dressing-room.

15. The drawing for positions in each event shall be done by the promoters of the meeting, and the positions of the men shall appear on the programme. When it becomes necessary to draw for positions on the grounds, the work shall be done by the clerk and starter in conjunction. In heat races the winner of the first heat shall take the pole in the next succeeding heat. When races are run in heats and a final, the winner of the fastest heat shall take the pole in the final.

16. All starts, except in a flying-start event, shall be from a standstill, with the left hand toward the curb, and the machine shall be held in position by an attendant (the front wheel touching the starting-line) until the signal is given by the starter. Attendants, when pushing off competitors, must keep *behind the mark from which the competitor actually starts*. Should any part of the attendant's body touch the track in front of the mark, the competitor may be disqualified. Any competitor shall be at liberty, with the consent of the referee, to start from a mark behind the one allotted him in the race; but in such a case, as in all others, the point of contact of the front wheel of the machine with the ground shall be considered the starting-mark, and the same rule shall apply.

17. The finish of all races shall be judged by the first part of the front wheel which touches the tape fastened flat on the ground at the winning post.

18. Riders shall pass on the outside (unless the man passed be dismounted), and must be at least a clear length of the cycle in front before taking the inside. The inside man must allow room for his competitor to pass on the outside. A competitor overtaking another may pass between him and the pole if there be ample room, but he does so at his own risk, and should a foul be claimed the referee must decide if the rider was justified in his course. Riders are cautioned that they must not pass inside except as a last resort.

19. Any competitor guilty of foul riding shall be disqualified and debarred from any place or prize, and will be liable to suspension from the race tracks.

20. Any protest against a competitor respecting his qualification as an amateur must be lodged with the referee before starting, and any protest respecting foul riding or breach of rules must be made to the referee immediately after the heat is finished. A competitor, upon being disqualified, shall forfeit any entry fee he may have paid.

21. Competitors may dismount during a race at their pleasure, and may run with their cycles if they wish to, but they must keep to the extreme outside of the path whenever dismounted. If a rider be dismounted by accident or to change his machine, an attendant may hold his machine while he mounts it, and he shall so mount at the extreme outside of the path.

22. Any wheelman found guilty of unfair dealing in connection with cycle riding, or of ungentlemanly conduct on the race track, shall be suspended from the race tracks for such a time as may be deemed proportionate to the offense. (See clause D, Section 7, Article IV, of By-Laws.)

23. The referee may place a time limit on any race. The time limit shall not be announced to the contestants until their arrival at the tape preparatory to the start of the race. If the competitors finish within the limit they shall receive the prizes. If they fail to so finish, and the referee is convinced by their riding and the time made that they endeavored to reach the limit, he may award the prizes. It shall be his privilege to withhold any prize if, in his opinion, any competitor did not try to win the race.

24. In order to secure a special prize offered for the fastest time made at a stated distance, the successful competitor must have ridden the entire distance of the race in which he makes his record.

25. If in any race, by reason of accident or withdrawal, only one contestant remains upon the track, the referee may call such contestant from the track and award him the first prize. If a competitor in a race for any distance not exceeding three miles shall fall behind a quarter of a mile, or if he shall fall behind half a mile in a race of any greater length, he shall be adjudged distanced by the referee and shall be called from the track. Pacing, if attempted, shall disqualify both the competitor and the pacemaker.

26. The officers and handicapper of a race meeting (see Rule 2) shall not be permitted to compete in any race at a race meeting with which they are officially connected.

27. A novice race is open only to those *who up to the date of event* have never won a prize in a race, and shall be the first race of the meet.

28. A class race is only open to those who, up to date of the closing of entries, have not won one of the first two positions in a track race, or trial heat in the same or better time than the class under consideration; or in relative time, judged from the other distances according to the appended table (see General Rule G, also clause D, Section 7, Article IV, of By-Laws):

¼ mile.	½ mile.	1 mile.	2 miles.	5 miles.
34	1.10	2.25	5.00	13.40
34½	1.13½	2.30	5.10	14.00
35	1.15	2.35	5.20	14.20
35½	1.17½	2.40	5.30	14.40
36	1.20	2.45	5.40	15.00
37	1.23	2.50	5.50	15.30
38	1.25	2.55	6.00	16.00
39	1.27	3.00	6.10	16.30
40	1.29	3.05	6.20	17.00
41	1.31	3.10	6.30	17.30
42	1.33	3.15	6.40	18.30
43	1.38	3.25	7.00	19.30

29. In a slow race a straightaway course not less than three nor more than five feet in width should be marked out for each competitor. Any competitor who rides outside of these lines, to be judged by the center of the driving wheel, or who comes to a standstill, or who is dismounted, or who fails to start at the signal, shall be disqualified.

30. In a lap race, the position of the first three men shall be taken at the finish of every lap. The first man shall score three points, the second man shall score two points, the third man shall score one point, and no others shall score. The contestant who crosses the line first at the finish shall for that lap score four points. The competitor who scores the greatest number of points shall be declared the winner; but any contestant, in order to secure a prize, must ride the entire distance and be within 150 yards of the finish when the first man crosses the tape at the end of the last lap. Any competitor failing to comply with this rule shall be disqualified.

31. In a team race the position of each rider must be taken at the finish of each lap. The first man shall count a number equal to that of the contestants at the start, the second man shall count one less, the third two less, and so on. The aggregate scores of the team members shall decide the winning team. A team shall be limited to three riders, each of whom shall have been a member of the club entering the team for at least *three months* previous to date of event. Each team member must also have resided within five miles of the city or town where the club has its headquarters for at least six months previous to the date of contest.

32. The contestants in the run-and-ride race shall be started on foot in the usual manner, and umpires shall be stationed on the track at the mounting and dismounting stations who shall take account of the fairness of mounting and dismounting. Mounting before reaching, or dismounting after passing the station, shall be sufficient cause for disqualification. The alternating distance shall be one quarter of the distance of the entire race.

33. In a heat race, the position of each rider must be taken at the finish of each heat. The first man shall count a number equal to that of the contestants in the first heat, the second man shall count one less, the third two less, and so on. The competitor who scores the greatest number of points shall be declared the winner.

34. Entries in a consolation race shall be limited to those who have won no prize in any event of the meeting; provided, however, if only a single prize is given in the team race, mem-

bers of the winning team shall not be considered to have won a prize, and shall be eligible to the consolation race.

35. Any club or race promoters desiring to place upon their list of events a race of different nomenclature than those given above, must first explain the nature of the event to the Chairman of the National Racing Board and obtain his consent. The consent having been obtained, they shall print upon the entry blank and the programme of the day a rule to define the race, that the officials and contestants may clearly understand the conditions of the contest.

36. Ignorance of any of the foregoing rules will not be considered a valid excuse for violation.



Claims for Record Should Be Made Out as Follows:

Record claimed by

Address League No.

Record claimed—Distance..... Time.....

Character of surface of track..... Date.....

Place..... Date.....

Was record made in competition or against time?.....

Name some or all of the competitors.....

Names of Judges:

Address:

.....

.....

.....

.....

Timers.....

.....

.....

.....

Referee.....

.....

We, the undersigned, hereby certify to the correctness of the above performance in every particular.

..... Judge

..... Timers

..... Judge

..... Timers

..... Judge

..... Timers

..... Claimant.

This is to certify, that the track, at place named above, has been surveyed by the undersigned, and found to measure feet, measured eighteen inches from the pole.

Signed.....

Surveyor.....

Approved by.....

.....

.....

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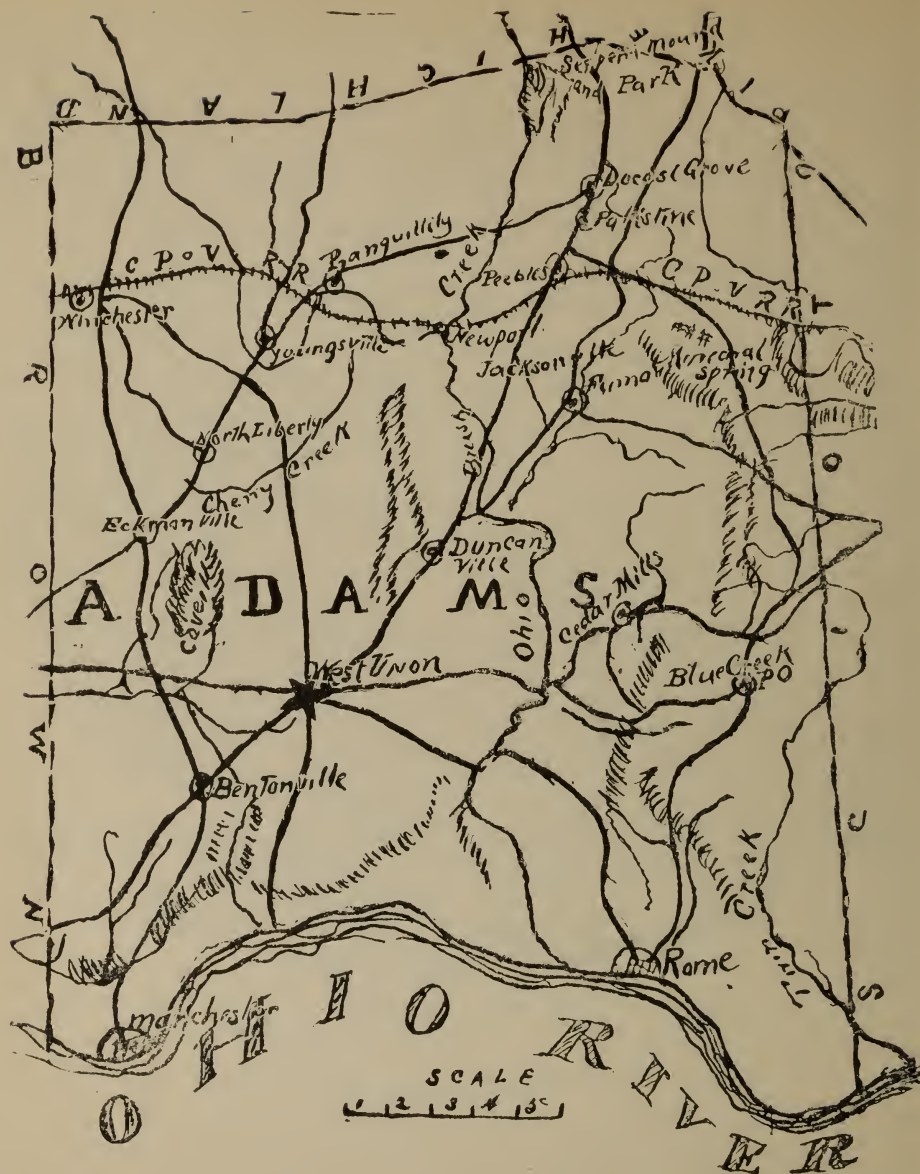
Members of the Racing Board



OHIO

EXPLANATION.

In the following descriptions the reader will observe that the names of the counties are on a line due east and west, so that in reading them the map will be held so that the top will always be north. They are arranged alphabetically, so as to avoid confusion. The lines are roads or streams, railroads being purposely omitted. The county seat is designated by a star.



ADAMS

Area, 438 Square Miles; Population, 26,093.

Is on the Ohio River, the fourth county from the Indiana line. The population of the principal localities is: Manchester, 1,965; Peabody, 358; West Union, 825.

In regard to the roads, etc., Mr. Frank Smith, of Portsmouth, writes:

Adams is picturesque, abounding in cliffs of limestone, some caves, and abundance of clear springs. There are the famous mineral springs of iron and magnesia; fine hotel there, and is reached by a turnpike from Rome, on the Ohio River. The road is fair for wheels, but dusty in hot weather, being made of creek gravel. From Mineral Springs the railroad is reached by a road over a high mountain—the highest point in Adams County. Then by rail to Peebles, on the Cincinnati, Portsmouth and Virginia Railroad, is three miles, and you are now on fine roads, being built of marl, a white substance which never gets muddy and throws off but little dust. From Peebles, wheelmen may choose two runs of interest and pleasure.

First, there is the Serpent Mound, seven miles, as you see on the little map. The Peabody Institute, through the untiring efforts of Major Putnam, has restored the mound and bought forty-six acres on the summit of a high bluff overlooking Ohio Brush Creek. As the leading magazines have published so much of the mound, it is needless for this paper to give any details. Suffice it to say, it will ever be a point of great interest, and the comfort of visitors is assured, for there is a good hotel, or rather a spacious farm-house, arranged for the accommodation of tourists, and parties with lunch-baskets can find an excellent grove of trees and two springs of cold water, one mineral and the other pure limestone. The park is interspersed with numerous mounds, from which have been taken many relics of a pre-historic people. But the great Serpent is the chief attraction. The turnpike from Peebles, on the railroad, to the Serpent Mound and Park is a fine, hard marl-bed of beautiful bits of scenery, cold springs, and fine coasting.

Another beautiful road for wheels is to Sinking Springs and the Old Sand Fort, just over the northern line of Adams County. To reach it, take the right-hand road at Locust Grove after leaving Peebles on the railroad. The distance is nine miles, all rideable most of the year. At Sinking Springs is a hotel; then the Fort is beyond. It is something of a curiosity, and no dates known in the history of it. Good springs all along this road, and nice bits of wooded scenery and bold cliffs of limerock. In fact, Adams County abounds in such roads. Now for a longer tour: The wheelman may follow this turnpike back through Peebles to West Union. There is the county seat. Six roads lead out of that town, all rideable for wheels and all passing through beautiful bits of woodland, and all supplied with springs of clear limestone or magnesia water.

I regret that my time is too limited for me to give you more of Adams County. There are so many romantic spots there, and some points prominently noted in early history; as, for instance, at Blue Creek was built the first Methodist church in Ohio, founded by the Rev. Moore, some of whose descendants are yet living near there. Then there are the caves where refugee slaves were hidden in 1852-56. Then there are Cedar Mills, where the first stove was cast in the State of Ohio, and is yet a romantic spot, hemmed in by bold cliffs and dense forests of red cedar. The water of Cedar Creek was used as a motor-power long before any engines were thought possible to be used. The ride from Rome to Mineral Springs, across the mountain, is a nice trip and full of interest, and so on and so on.

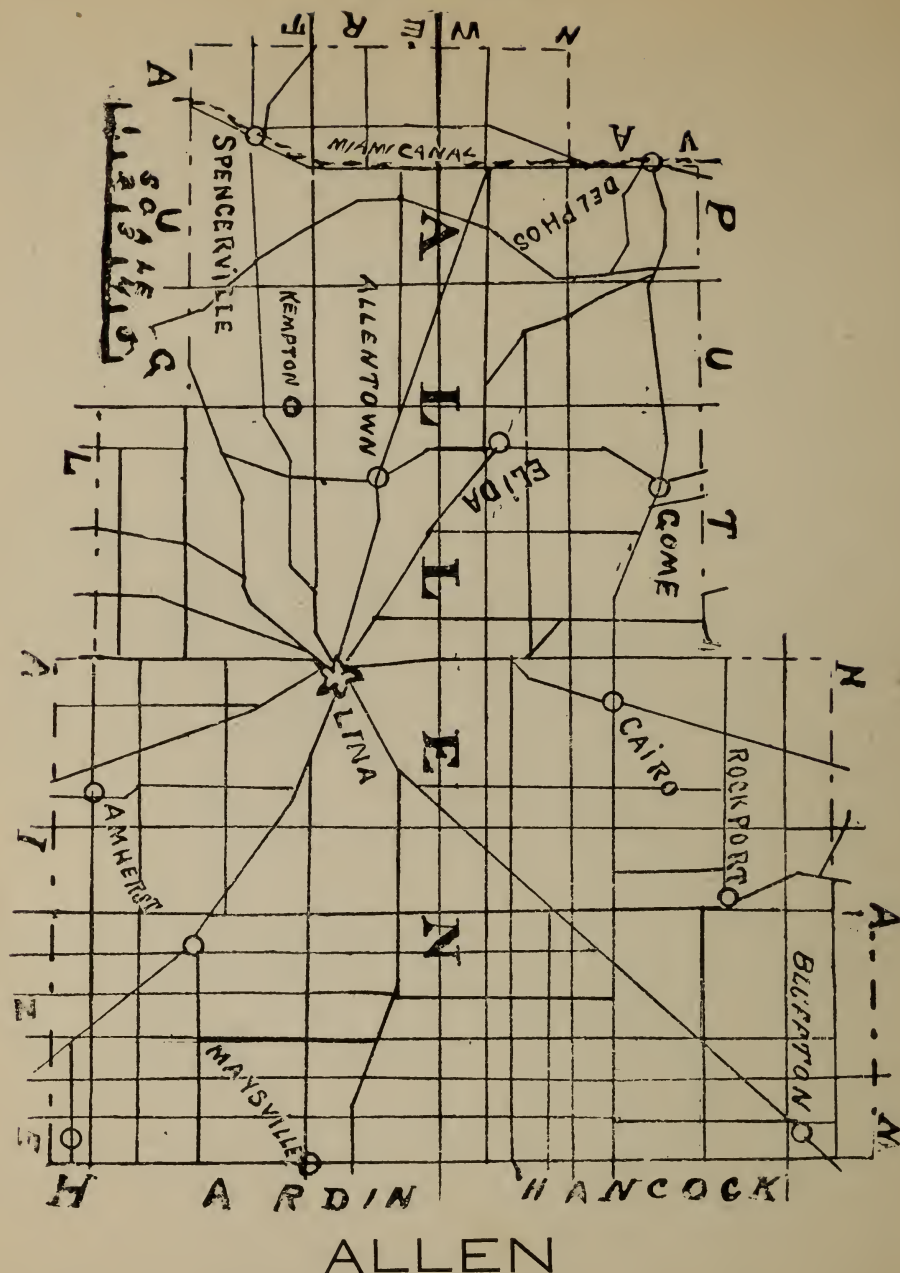
I am a cripple, from wounds received in Shiloh and Vicksburg, and can not ride much any more, but I shall ever be pleased to help a friend along if I find him astride a wheel.

The following description of Hawkins' Cave is clipped from the Cincinnati *Commercial Gazette*:

"Equal in extent and grandeur to the Grotto of Antiparos is a cavern situated near the headwaters of Scioto, Brush Creek, in Jefferson Township. The opening is a circular hole about three feet in diameter, and descends for about thirty feet, when it opens into a chamber from six to twelve feet wide and about fifteen feet in height. After reaching the first chamber or room, a rope is fastened and the visitors proceed through the next opening into a room occupied by an immense well. Our lanterns being lighted and the whole place completely illuminated, the eye of man could not be presented with a more glittering or magnificent sight. The whole ceiling is hung with icicles, some white as marble while others are brilliant red and green. For one hundred yards it is difficult to walk over the stone floor for the beautiful spars descending in the path. Two hundred feet from the mouth it divided.

"The section turning to the left contains a large reservoir of water, and the other ascends for about twenty feet, when it opens into three rooms with oval-shaped ceilings. Two of these rooms contain water, and the other is about four feet higher than the adjoining ones, the floor being covered with white, dry sand. Upon leaving the cavern immense stalactites of a deep scarlet color were discovered. No account of this wonderful cavern can be given that will convey any idea of the subterranean wonders of nature.

"The cavern was called Hawkins' Cave, on account of Edward Hawkins, whose name to-day among the older citizens of Clay and Knox Counties, Kentucky, causes them to shudder on account of the numerous murders he committed in that region, and who was afterward captured in Lewis County, in 1859. He was taken from the sheriff of that county and brought across the river into Adams County, where he was hanged by a mob in the vicinity of this cavern."



Area, 447 Square Miles; Population, 40,644.

It is the fourth county from the Michigan line and the second one from the Indiana line. The population of the principal localities is as follows: Delphos, 4,516; Lima, 15,981; Harrod, 269; Elida, 399; West Cairo, 325; Beaver Dam, 397; Bluffton, 1,290; Spencer, 1,266.

In regard to the roads, etc., Mr. M. L. Johnston, of Lima, writes:

Going south from Lima, the road usually traveled by wheelmen is what is known as the Wapakoneta Road. It is a good road, with comparatively level gravel bed. This road is generally good. It passes through Cidersville to Wapakoneta. To take it, leave the Public Square, go south on Main Street to the second street south of the river, then turn to your right three squares, then turn to your left and keep the straight road.

Going north from Lima, take the Ottawa Road. It is generally in good condition, with gravel bed. It passes through Cairo, Columbus Grove, then to Ottawa, Putnam County. To find this road, go north on Main Street two squares above the Pittsburg, Ft. Wayne and Chicago Railroad, then turn to the left, go two squares, turn to the right, go to where the road forks, take the right fork and keep straight ahead.

Going west, take the Delphos Road, which is about the same as those described heretofore. To find it, follow the street next to the Pittsburg, Ft. Wayne and Chicago Railroad straight out. You will pass through Elida, then to Delphos.

Going east, take the Ada Road. To find it, leave Public Square and go east to first street past railroad, then turn to the left and follow straight ahead. You will pass through Lafayette, then to Ada, Hardin County.

All the roads around Lima are good.

See also Van Wert County.

815690

ASHLAND

In regard to the roads in this county Mr. L. J. Garber, of Ashland, writes:

The surface of Ashland County is mostly rolling, but diversified with numerous glades of level land. The more level portions are in the north and east, the more hilly in the southwest. Clay is the prevailing soil, and the principal constituent of the roadbeds of the numerous roads which traverse the county in every direction. Sand and gravel are found in varying quantities in all parts of the county, but graveled roads are most numerous in the southern part. There are 10 distinctively "best roads" in the county for all share alike in the diversity of roadbed and surface—clay, sand and gravel, and more or less formidable elevations; which pleasing variety renders the wheelman's journey a gladsome whirl of never-ending variations.

Among the most important and most frequently traveled roads, the following may be mentioned:

The Savannah Road leads from Ashland to Savannah, thence northwest to New London; comparatively level, and a good road in dry weather.

The Troy Road leads north through Troy, thence to Welling; dirt bed, somewhat hilly, indifferent.

The Orange Road leads northeast through Orange, thence north to Sullivan; clay bed, some hills, fair road.

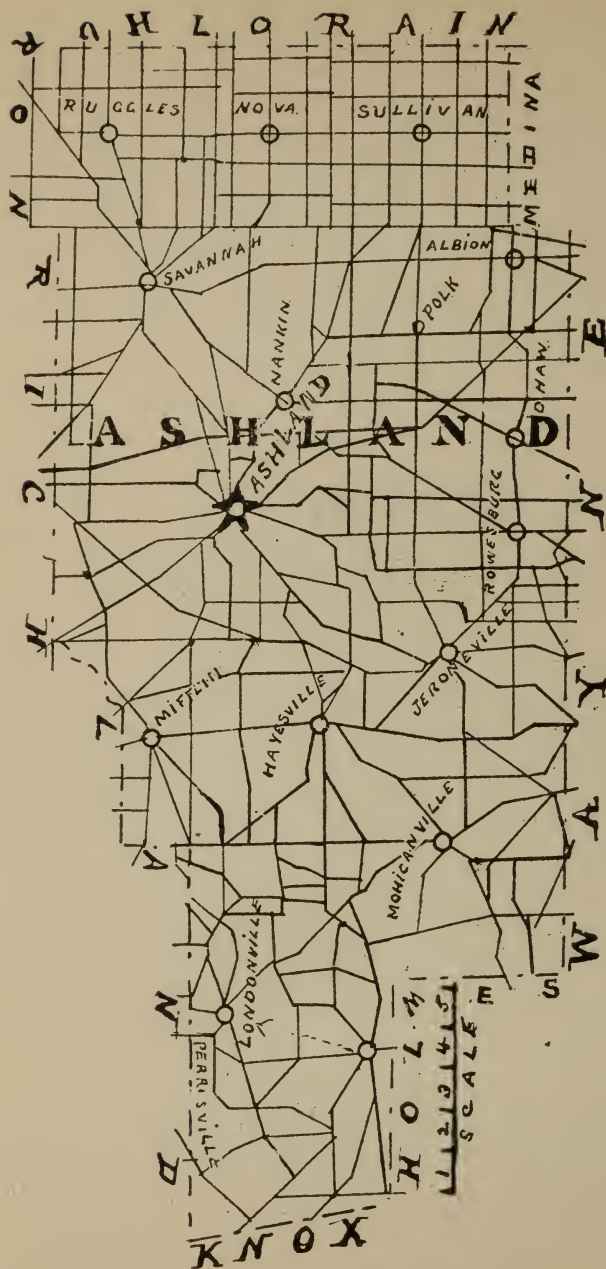
The Cleveland road leads northeast through West Salem and Lodi, thence to Cleveland; clay bed, rolling.

The Wooster Road leads east through Rowsburg to Wooster; bed dirt, gravel and sand, frequent hills, fair road; traveled by tourists crossing the county from east to west.

The Hayesville Road leads south from Ashland one and one-half mile, where it forks, one branch leading southeast to Jeromeville, the other south through Hayesville, McKay and Loudonville; bed largely gravel, some sand and dirt—a good road during the riding season, and much traveled.

The Mansfield Road leads southwest through Windsor to Mansfield; bed dirt and gravel, quite hilly in places, fair road.

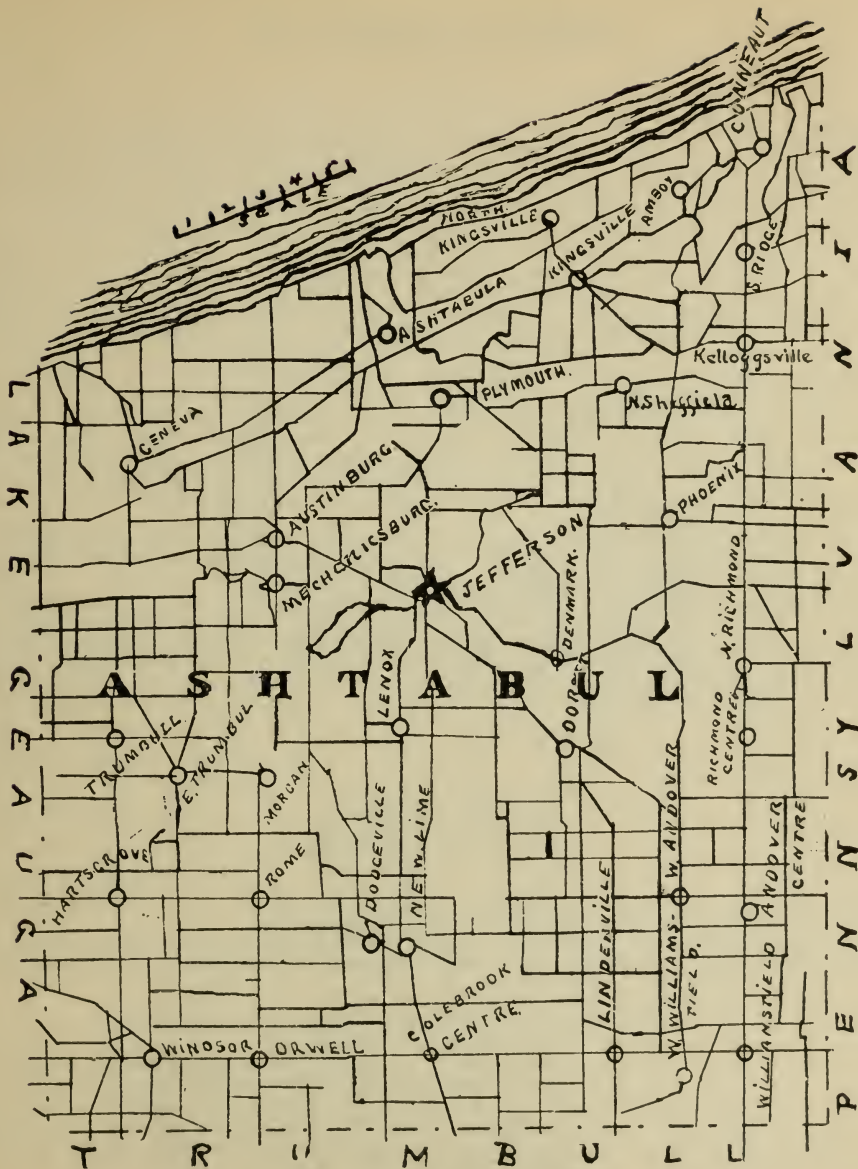
There is also a road leading from Mohicanville, in the south part of the county, through Jeromeville and Polk to Sullivan on the north; another passing through Hayesville and Mifflin, thence to Lucas and Mansfield on the west, and connecting with Wooster on the east; a third passing through Loudonville and Perrysville, thence west through Newville and Butler—good surface and picturesque scenery.



ASHLAND

Area, 437 Square Miles; Population, 22,223.

Is north of the center of the State, and the second county from Lake Erie. The population of the principal localities is: Savannah, 325; Perryville, 522; Polk, 264; Loudonville, 1,444; Jeromesville, 301; Mohican, 140; Ashland, 3,566; Haystack, 430.



ASHTABULA

Area, 700 Square Miles; Population, 43,655.

Is in the northeastern corner of the State. It is the largest county in the State, and the population of the principal localities is: Andover, 733; Ashtabula, 8,338; Conneaut, 3,241; Geneva, 2,194; Jefferson, 1,346; Rock Creek, 448.

ASHTABULA

In regard to the roads, etc., Mr. C. B. Norton, now of Springfield, Mass., writes:

Taking the State line as a starting-point in Northeastern Ohio, Ashtabula County, we go west on the main road one and one-half mile and come into Conneaut by way of East Conneaut. On the main street continue west, past canning factory, and three and one-half miles brings us into Amboy. There turn at right-angles to the left, and half a mile brings us to the South Ridge Road; there it turns to the right, and about four miles brings us into Kingsville. Continue through the main street of that town, and about seven miles brings us into Ashtabula. Just before going into Ashtabula are two hard hills—into the valley and up opposite sides. At Ashtabula turn right on Main Street, cross railroad tracks, and at the stand-pipe the road bends to the right. Continue on direct road through a small settlement (nameless), and about one mile from Geneva turn right, which brings you into the main part of the town. West of Geneva I do not know anything about the roads.

The above route is the best in going through Ashtabula County on the north, and is the main route taken between Cleveland and Buffalo. The road from State Line to Conneaut is very sandy, but there is a good side-path. From Conneaut to Amboy is fair, and a side-path all the way; no hills. From Amboy to Kingsville the roads are fair and level; from Kingsville to Ashtabula are fair and nearly level. A slight grade going out of Ashtabula, and the road is bad on an average. When I went over it I walked two miles over plowed roads which they had been "improving." I think now that the main road from Ashtabula to Geneva, passing through Saybrook, is taken the most and is the best.

The road from Ashtabula to Jefferson is good in dry weather, but in wet weather the mud is knee-deep. It is composed mostly of clay. No hills of any importance. From Ashtabula turn left at stand-pipe; continue on main road ten miles to Jefferson.

East of the State line into Pennsylvania, the road is direct; sandy. Three miles east of State line take right fork into West Springfield, Pennsylvania; direct road through East Springfield, Girard, Fairview, into Erie, twenty six miles from Conneaut; roads east of Girard good.

At Conneaut is Lakeview Park, two miles north of the town, on the lake. It is a small resort, and about the only place of any interest near there, with the exception of the bottling works.

ATHENS

In regard to the roads, Mr. J. C. Hewitt, of Mineral, writes:

This is a very hilly country, and most of the roads are not very good for wheeling, as they are not graveled only near the larger towns and do not get in a condition for riding until about the middle of May or first of June.

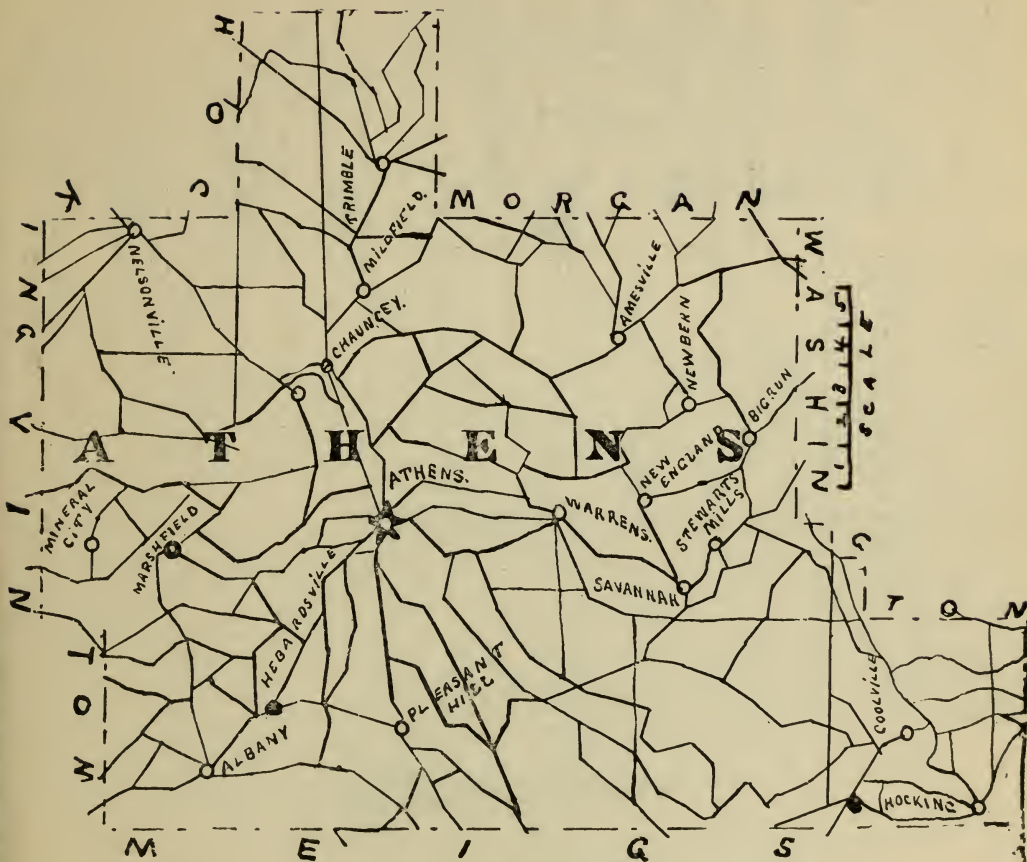
The hills are of a red clay soil, and the bottoms are generally sandy.

The best road in the southwestern part of the county is what is known as the "Air Line," from Mineral to Lee. From Lee to Athens the roads are fair.

The best road in the county is from Athens to Nelsonville, fourteen miles along the Hocking Valley. There is a place known as "The Plains," about seven miles from Athens on this road, where there is quite an extensive plain and a number of very beautiful Indian mounds. Wheelmen in touring through this county usually travel this road. The road follows the Hocking River from Nelsonville, where you leave this county, through Haydenville, Logan, Millville, and Lancaster, in Fairfield County.

Athens is blessed with two fine State institutions—the Ohio University, which has as fine a campus as any similar institution in the State, and the Athens Asylum, which is located one-half mile from the court house, and has the finest buildings and parks of any similar institution in the State. The parks afford very fine drive-ways, which are always in first-class condition for wheeling. The lakes are also equipped with canoes, which afford fine pleasure.

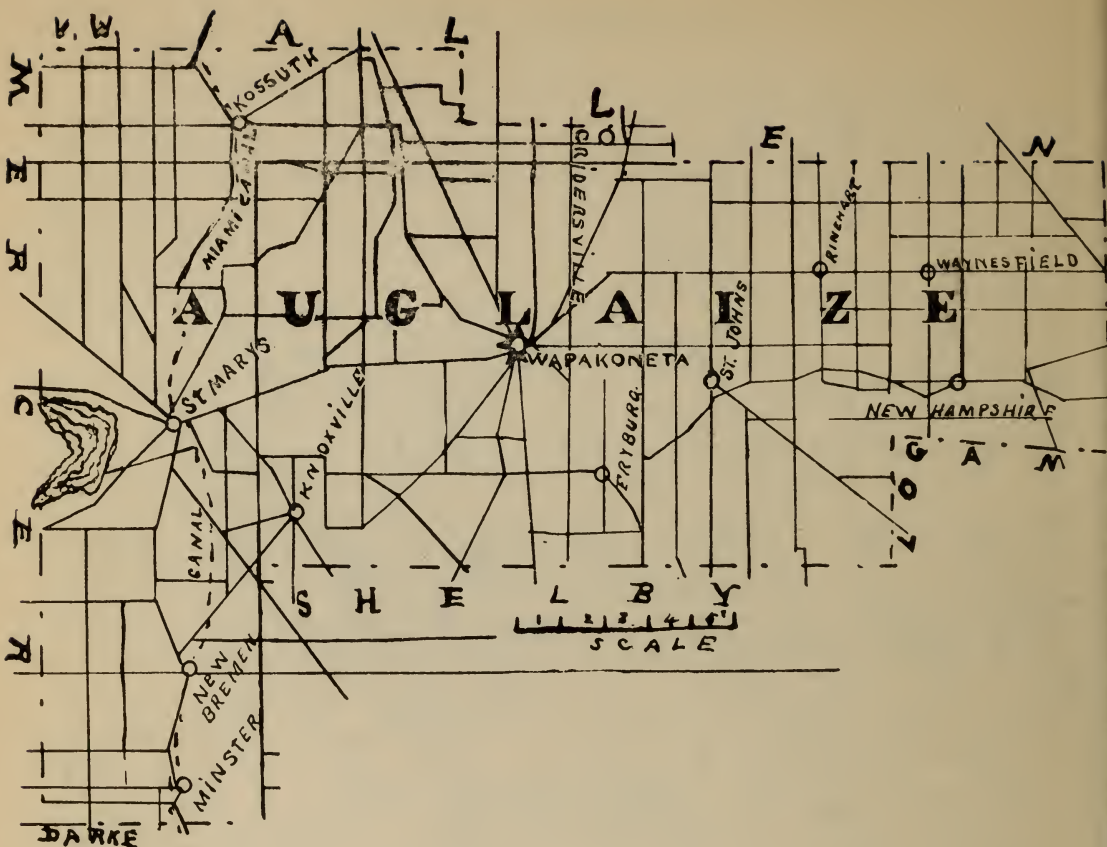
I have given you a short description of the roads in this county, and will end by saying that I stay at home most of the time rather than ride. I usually take my wheel on the cars when I go to Athens, which is ten miles from here. The most of the roads here are practically unridable. The only fair road that we have in the county is the one I have described—the Hocking River Road.



ATHENS

Area, 485 Square Miles; Population, 35,194.

Is on the Ohio River, the fifth county from the Pennsylvania line. The population of the principal localities is: Athens, 2,620; Albany, 471; Jacksonville, 727; Trimble, 440; Coolville, 330; Nelsonville, 4,558.



AUGLAIZE

Area, 398 Square Miles; Population, 28,100.

This county is in the northwestern portion of the State, and is the fourth from the Michigan line and the second from the Indiana line. The towns and villages are: Wapakoneta,

3,616; Cridersville, 465; New Bremen, 1,239; Minster, 1,126; St. Mary's, 3,000; Waynesfield, 480; New Knoxville, 500.

In regard to this county, Mr. James Slack, of New Knoxville, says:

The description given in the old book still applies. More roads have been graveled, however, since it was published. In fact, all leading roads are now graveled.

A portion of Mercer County Reservoir, in western part of county, affords good fishing and duck-shooting. The northwestern part of the county is full of oil and gas wells.

Our roads are ridable the year round, except in the spring after soaking rains or when frost is coming out of the ground. Country level, and grades easy.

The following is taken from the edition of 1886:

Principal roads piked. Hardly ridable during winter months, but the very best in summer. Not affected very much by rain. Principal route from Lima to Sidney, Piqua, Dayton, or any

part of Southern Ohio, strikes Auglaize at Criddersville, direct south from that point about five miles, then west just after crossing river bridge; leaving Wapakoneta at post-office corner direct south, straight and level road, twenty miles to Sidney (the only direct and ridable road to that town). Two good pikes from here to St. Mary's. One—the shortest, nine miles—through Moulton, leaving Wapakoneta west from Burnett House (principal hotel), straight road. Second leaves Wapakoneta south from Burnett House one mile, west one and one-half mile, south one mile; then following the pike (only) to St. Mary's—keeping to right.

To Knoxville, Bremen, and Minster, leave Wapakoneta south at Burnett House to second pike to right; straight road to Bremen. Information given there by O. W. Taylor. From St. Mary's pikes lead to Celina, Bremen, and Minster; also, direct routes to Sidney and Piqua. Directions obtained from R. L. Piper, Bank of St. Mary's. Pikes leading to the eastern part of the county from Wapakoneta: Waynesfield, New Hampshire, Uniopolis, and St. John's. Wapakoneta to Kenton, good pike by way of New Hampshire and Roundhead. To Bellefontaine by way of St. John's, Bloom Center, and Huntsville.

Northern part: Wapakoneta to Glynwood, Kossuth, and Deep Cut, and on to Spencerville. Tourists compliment us very highly on our good roads. Further information will be given by local Consuls. See list in another part of this volume.

BELMONT

In regard to the roads, etc., Mr. Harry Chessell, of Martin's Ferry, furnishes the following:

National Pike: The National Pike crosses the Ohio River from Wheeling, West Virginia, at Bridgeport, Ohio, and from that point to Blaine, Ohio—a distance of five miles—is almost level, and can be ridden very easily. The Cleveland, Lorain and Wheeling Railroad crosses the pike at Blaine, and here is where you strike what is known to travelers as the "Big Hill." It is one and one-fourth miles long. It is four miles from the top of the "Big Hill" to St. Clairsville. The pike is good from there to St. Clairsville, with one exception, and that is a hill you go down going west. It is very rough and steep; never knew it to be smooth. It is known to wheelmen as "Son-of-a-gun," but the old citizens call it "Good Intent." St. Clairsville is the county seat of this county. The pike from St. Clairsville to Morristown is very rough—up one hill and down another all the way. The distance is fifteen miles, but it can be ridden all the way to Morristown. From Morristown to Hendrysburgh the distance is six miles. The road is good with the exception of two hills, each one mile long. You go down one, which is known as Taylor's Hill, and up the other, which is called Boden's Hill. They are right together—two of the worst hills on the pike between Wheeling, West Virginia, and Cincinnati, Ohio. At Hendrysburgh, or about one mile west of Hendrysburgh, you leave Belmont County, into Guernsey County, going up a hill about one mile long. But I will close on the National Pike here, and let your Guernsey County representative describe the pike in his locality. But if I wanted to, I could tell you all about the National Pike from Wheeling, West Virginia, to Cincinnati. I have been over it twice on a wheel. This is the pike traveled by tourists.

Barnesville Pike: This pike meets the National Pike one-half mile east of Hendrysburgh. It is six miles long, and very hilly.

Cadiz Pike starts at Bridgeport and passes through Colerain and Pleasant Valley, both small towns, and enters Harrison County about two miles north of Pleasant Valley. This pike is traveled very little by tourists; only by local wheelmen. It is extremely rough.

Martin's Ferry and Colerain Pike is six miles long from Martin's Ferry to Colerain. Here it joins the Cadiz Pike.

Burlington and Mt. Pleasant Pike: It is nine miles long, is a new pike, and very rough and hilly; traveled very little by wheelmen.

All the pikes I have described have macadamized road-beds. Very few dirt roads in this county.

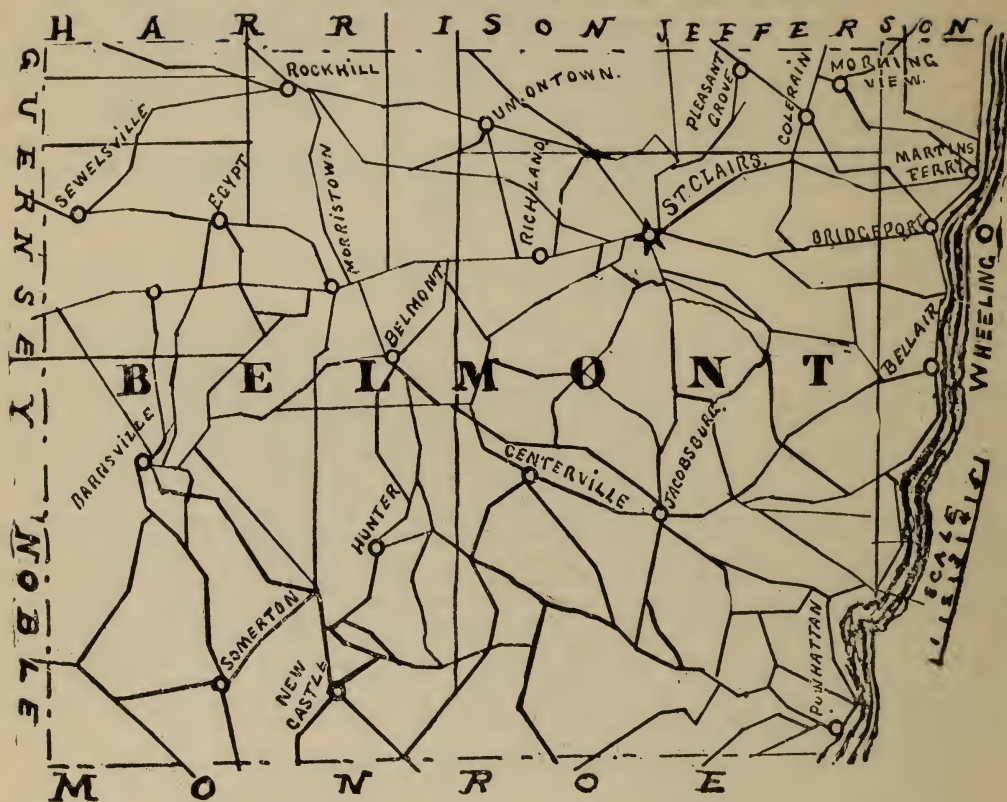
There is a dirt road from Martin's Ferry to Bellaire, a distance of six miles, a very good road. It is level, and follows the Ohio River the whole distance between the two towns.

Mr. Chas. Taggart, of Morristown, corroborates the above, and adds:

The National Pike crosses the Ohio River into Wheeling. This pike parallels the Baltimore and Ohio and Cleveland, Lorain and Wheeling Railroads—the Baltimore and Ohio three miles south, and the Cleveland, Lorain and Wheeling four miles north.

The scenery is grand along this road. The points of interest are the County Infirmary, an immense building, and a grand court house.

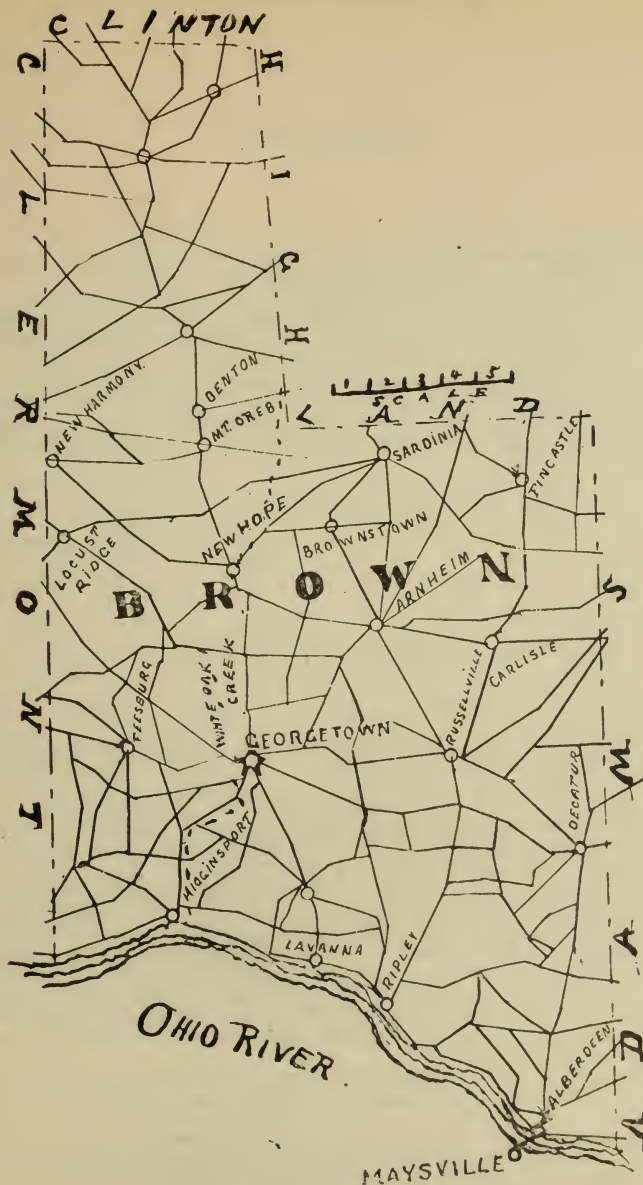
There is a pike, four miles west of Morristown, leading to Barnesville and the Children's Home and the Quaker College.



BELMONT

Area, 520 Square Miles; Population, 57,413.

It is on the Ohio River, the third county below the point where it is intersected by the boundary line of Pennsylvania. Its principal localities are: Bellair, 9,934; Martin's Ferry, 6,250; Flushing, 528; Belmont, 384; Bridgeport, 3,369; West Wheeling, 574; St. Clairsville, 1,191; Morrystown, 371; Barnesville, 3,207.



BROWN

Area, 460 Square Miles; Population, 29,899.

Is on the Ohio River, the third from the Indiana line. The population of the principal localities is: Hamersville, 264; Mt. Oreb, 336; Aberdeen, 874; Russellville, 324; Higginsport, 764; Georgetown, 1,473; Ripley, 2,483.

BROWN

In regard to the features of the county, Miss Elizabeth Campbell, of Ripley, writes:

This District is not interesting in any way except for its picturesque ruggedness of surface. Beautiful views of the Ohio Valley are to be had for the climbing.

Going north from the river the wheelman will find hills, hills, everywhere, for ten miles. The roads are usually macadam, with an occasional strip of gravel. They soften quickly in wet weather. Brown County is not central enough to have become a highway for wheelmen. Having nothing of great interest within its borders to attract tourists, and not being a connecting link between centers of interest, we can not claim for its roads any thing out of the ordinary. Ripley is the most pretentious town in the county, and can offer good accommodations. An exceedingly pleasant journey over a fairly good road can be taken from Cincinnati, along the banks of the Ohio, through New Richmond, Higginsport, to Ripley, and then north over a good pike to Hillsboro.

BUTLER

The principal routes on the map of this county are marked with heavier lines than the rest. For distances from different points in this county see routes leading from Cincinnati in Appendix.

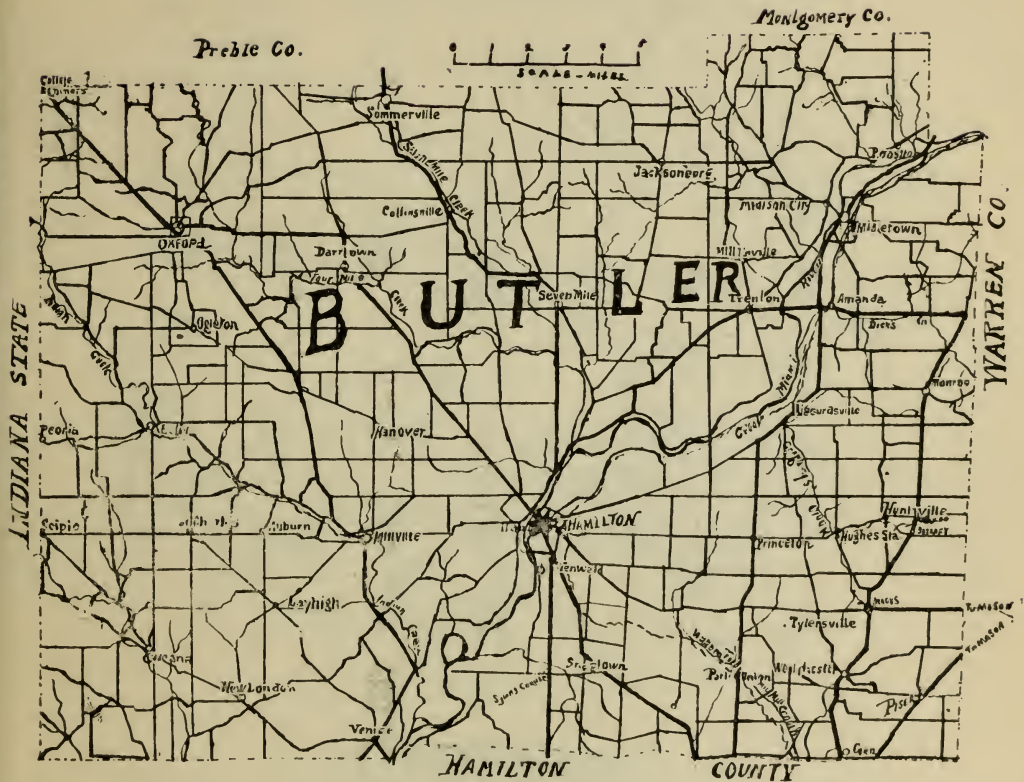
Mr. Ben E. Geyer gives the following routes leading from Hamilton:

To Middletown, Franklin, Miamisburg, Germantown and Dayton: This route leads through the beautiful Miami Valley. Starting from the Court-House square, go one square west over suspension bridge, then turn to the right and go north on the Eaton Road. Cross Four Mile bridge, continue one mile further to *cross roads, turn to the right, cross Cincinnati, Hamilton and Dayton Railroad, and continue to Overpeck's Station. The shortest route to Middletown from this point is to cross railroad and climb hill; to avoid hill, turn to left before crossing railroad. Either route leads to Busenbark's Station. Continue two miles further to Trenton, go straight through the town, turn to the right, cross railroad, continue to river bridge one and one-half mile cross bridge and sandy river bottoms, and turn to left to Middletown Pike, leading direct to United States Hotel. Going north from hotel to Franklin, cross canal bridge, continue until reaching canal bridge, cross same, turn to right at first cross road after crossing Miami River, and follow river road to Franklin, Warren County.

To Woodsdale Island: Turn to right one square beyond *, continue to Woodsdale, cross river bridge, turn to right and go up towpath of canal to Park. Road not first class, but all level; mostly gravel.

To Eaton, Preble County: Turn to left at *, cross railroad, up hill to Seven Mile, through which to creek bridge, to larger bridge; cross bridge to Collinsville, to Somerville, to creek bridge, cross bridge to Camden, to Eaton. Road gravel; level to Camden, hilly beyond.

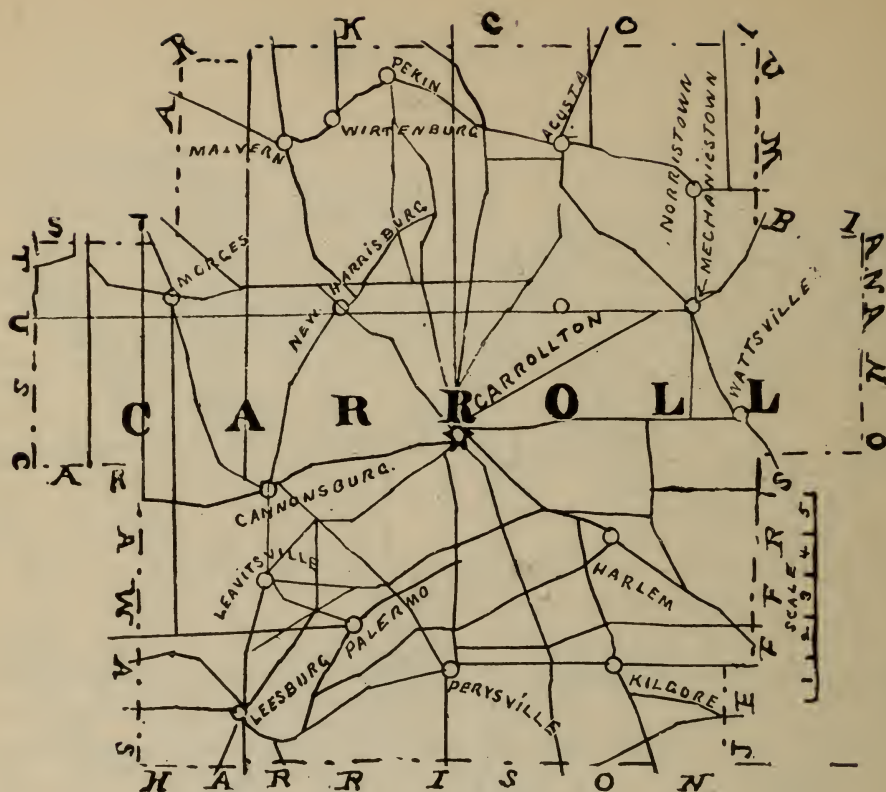




BUTLER

Area, 475 Square Miles; Population, 48,597.

Is on the Indiana line, and is the second county from the Ohio River. The population of the principal localities is as follows: Hamilton, 17,565; Middletown, 7,681; Somerville, 330; Oxford, 1,922; Port Union, 77; Westchester, 259; Jacksonboro, 79; Seven Mile, 288.



CARROLL

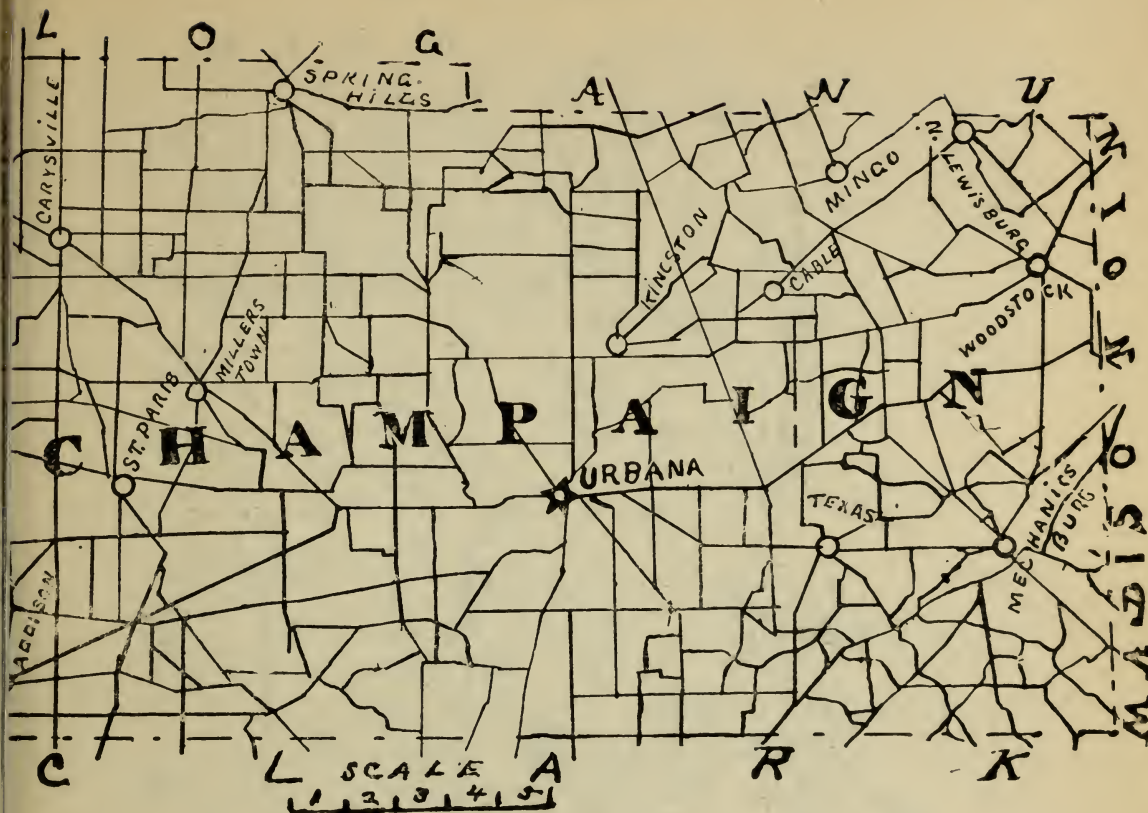
Area, 401 Square Miles; Population, 17,566.

Is in the Eastern part of the State. The population of the principal localities is: Malvern, 638; Minerva, 1,139; Carrollton, 1,228; Harlem Springs, 230; Dell Roy, 511; Leesburg, 373; Sherodsville, 893.

There are no League members in this county, and the reader is referred to the following description taken from the old Hand Book:

From May until late in the fall the roads are in fine condition, but the surface of the county is so hilly that but few roads are rideable for any great distance. The State road from Steubenville to Canton crosses the county via Carrollton. The "Sandy Valley," crossing extreme end of county, is traversed by a fine sand road, running south from Alliance to Uhrichsville, via Minerva and Waynesburg, which is good until late in the summer, when it becomes too sandy for comfortable riding.

From Minerva east to Rochester, Columbiana County, is a good road with but little sand.



CHAMPAIGN

Area, 447 Square Miles ; Population, 26,980.

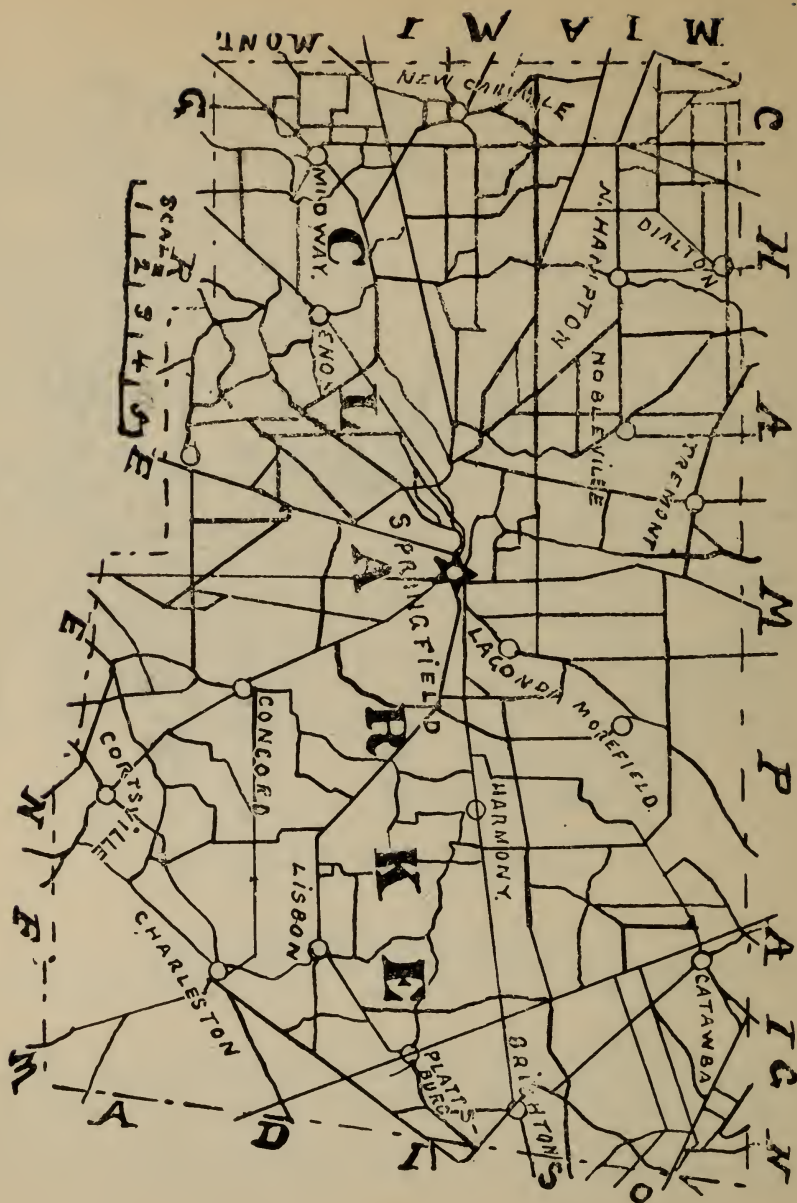
Is west of the center of the State. The population of the principal localities is: Mechanicsburg, 1,459; Spring Hills, 158; St. Paris, 1,145; North Lewisburg, 866; Woodstock, 310; Mutual, 174; Urbana, 7,872.

This county is traversed by good gravel pikes in all directions. From Urbana a splendid pike runs north to West Liberty; thence to Bellefontaine. Another pike leaves town at the north-west corner, going to Cable, Middletown, and North Lewisburg. A good pike runs east from town, and forks half a mile out. The left-hand fork goes to Woodstock and Milford Center; the right-hand fork runs directly to Mechanicsburg; thence to West Jefferson. Parties going to Mechanicsburg should take the road turning to the left in Mutual, as the direct one is rather hilly. The pike running south to Springfield is very good—parts of it extra fine. The pike going west runs to St. Paris; thence to Troy.

The above are the principal pikes coming into Urbana, but the county is traversed in all directions by good gravel pikes.

From Mechanicsburg excellent pikes lead to Woodstock and North Lewisburg. Another to Milford Center and Marysville; another to Liverpool, and thence to Plain City. Another to London, and another south to Springfield.

The following are distances from Urbana to neighboring points: To West Liberty, ten miles; North Lewisburg, thirteen; Woodstock, twelve; Mechanicsburg, ten; Springfield, fourteen; St. Paris, eleven.



CLARKE

Area, 393 Square Miles; Population, 52,277.

Is the fourth county from the Ohio River, and the third from the Indiana line. Its principal localities are: Springfield, 31,895; Donnelsville, 243; New Carlisle, 958; Clifton, 270; South Charleston, 1,041; Enon, 331; Catawba, 272.

The following is from the edition of 1886:

This county is southwest of the center of the State. It is traversed in almost every direction with excellent gravel pikes. The roads may all be classed as good. The National Pike enters the county on its eastern border (from Columbus), running west through the county. This road is good at all seasons to a point twelve miles west of Springfield. From that point to Richmond, Indiana, the pike was never finished, and the road is horrible. Parties going west from Springfield to Richmond, Indiana, and beyond, should go via Dayton and Eaton. Two excellent pikes lead southwest from Springfield to Dayton. The one (directly out West High Street) known as the Old Dayton Pike, is always good, running on a plateau all the way. The other (out West Main Street), known as the Valley Pike, is good, except after heavy rains, when it washes badly and gets quite rough. An excellent road leads directly south from Springfield to Yellow Springs, thence to Xenia. Another excellent road leads south to Clifton. Another, southeast to South Charleston. Another excellent pike south to Pitchin, Selma, and South Charleston. The pike due north to Urbana is good; parts of it, quite fine. North-west from Springfield lies a net-work of pikes, all unusually fine, over which the towns of Donnelsville, New Carlisle, Troy, St. Paris, and Sydney may be reached. The cross-roads throughout the county are generally fine—in fact, it is a rare thing to strike a really poor road. These are general descriptions; and, like roads in every part of the State, are liable to sudden changes in condition by rain, drouth, graveling, heavy teaming, etc.

In addition to this, Mr. E. M. Van Cleve, of South Charleston, writes:

Roads usually traveled by wheelmen:

To Springfield—1. Pike, thirteen miles, gravel road-bed. 2. Mud road (half piked), twelve and one-half miles. (By the second route half distance is on mud road and then strike pike.)

1. Best.

2. Good usually; sometimes fine.

Pike leads through Lisbon, village of fifty, where the left-hand fork is taken; cross railroad (Ohio Southern) twice.

Mud road turns to left at tile mill just out of town; goes to Dolly Varden, village of fifty; turns to right at school house; in two miles strikes pike. Straight road, almost perfectly level. Good road-bed. Strike paved streets and follow High Street (Euclid Avenue of Springfield) till center of city is reached; Arcade Hotel on High Street.

To Selma and Xenia: At Miami House turn to left (going out of town), keeping to pike; straight road. Good gravel road-bed; one of the best roads in county to Selma, and first-rate to Cedarville. Selma, five miles; Cedarville, ten miles; Xenia, eighteen miles.

To Jamestown: Leave Ackley House; go west; straight road to Jamestown. Mud road, but graveled some. Fine summer road, usually. Fourteen miles.

To London: Turn to right at Miami House. Straight road; level; gravel bed. Some parts of road fine, others vile. Fairly good as a whole. Nine miles.

To South Solon and Washington Court House: Go east from Ackley House, turn to right, and straight road to Solon. Good gravel road-bed; fine road; level. South Solon, six miles; Jeffersonville, nine miles; Washington Court House, twenty-five miles.

No other roads except county roads.

No objects of interest in this neighborhood. Only attractive thing to wheelmen is the fine character of most roads—their levelness.

Tourists from other counties use all roads mentioned.

To Columbus: London, West Jefferson, Columbus.

To Delaware: London, Plain City, Delaware. (Fine road.)

To Cincinnati: Route 1—Xenia, Lebanon, Cincinnati. Route 2—Springfield, Dayton, Cincinnati.

Region very slightly rolling, roads level, very few hills.



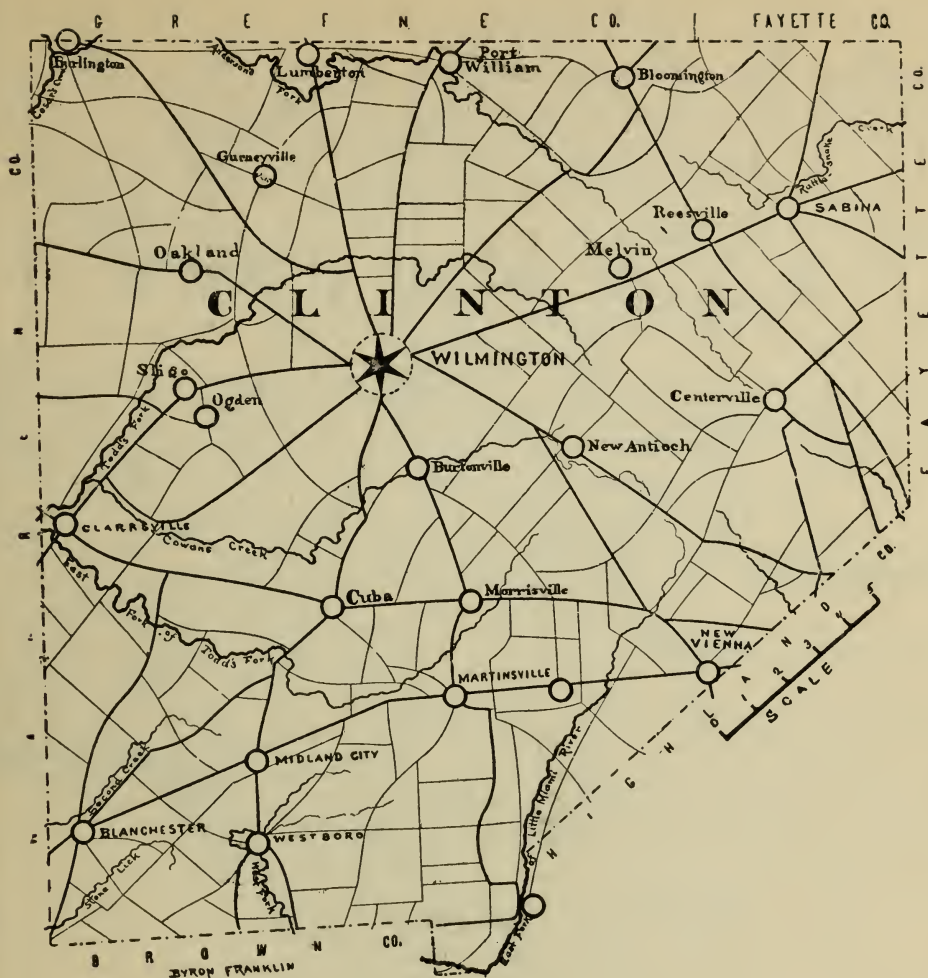


CLERMONT

Area, 496 Square Miles; Population, 33,553.

Is on the Ohio River, the second county from the Indiana line. The population of the principal localities is: Batavia, 953; Felicity, 779; Loveland, 1,063; Miambsburg, 203; Milford, 995; New Richmond, 2,379; Boston, 293; Bethel, 625; Moscow, 591; Neville, 340; Williamsburg, 828.

There are no League members in this county. There are three routes leading through the county, viz: First, along the river. This route is fair (see Route 11 in Appendix). Second, through Withamsville, Amelia, Bantam, and Bethel, to Georgetown, in Brown County. Russellville, West Union, Peebles and Locust Grove to Serpent Mound, in Adams County. Third, through Mt. Carmel and Batavia. The roads in this county are hilly, but generally in fair condition. In Batavia, the quaint county seat, may be seen the church in which Henry Ward Beecher preached his first sermon. It is now used as a stable.



CLINTON

Area, 384 Square Miles; Population, 24,240.

Is southwest of the center of the State. The population of the principal localities is: Martinsville, 335; New Vienna, 871; Midland City, 328; Port William, 196; Blanchester, 1,196; Sabina, 1,080; Wilmington, 3,079; Clarksville, 339.

In making the map of this county, Mr. Byron Franklin made the good roads with heavier lines than the others. Tourists traveling between Cincinnati and Columbus pass through this county. The reader is referred to Routes 8 and 10 in the Appendix.



COLUMBIANA

Area, 538 Square Miles; Population, 59,029.

Is on the Pennsylvania line where it intersects the Ohio River. The population of the principal localities is: New Lisbon, 2,278; Columbiana, 1,112; Hanover, 366; East Liverpool, 10,956; Salem, 5,780; Leetonia, 2,826; Washingtonville, 922; East Palestine, 1,816; Salineville, 2,369; Wellsville, 5,247.

In regard to the roads of this county, Mr. J. F. Rehman, of East Palestine, writes:

The road leading from the public square east and west is known as the State Road, and is a straight road leading to New Waterford, situated five miles west of East Palestine, leading on through to Columbiana public square, ten miles; on to Washingtonville, fifteen miles; on through to Salem, twenty miles. Branch road from Columbiana on to Leetonia, three miles. Dirt road, somewhat sandy and rolling, to New Waterford; on to Columbiana, clay road, somewhat hilly; on to Washingtonville and Salem, somewhat hilly and sandy. The road from New Waterford to New Lisbon, the county seat, thirteen miles, dirt road and a little hilly.

The east end of the road leading from the public square one mile to Pennsylvania State line; road leads on to Darlington, Beaver Falls, New Brighton, Rochester, Beaver, and Pittsburgh, Pennsylvania—fifty miles.

The county road from public square going south through Negley (summer resort at Negley,

called Camp Bouquet, three miles. On to Achor, four miles; on to Fredericktown, nine miles; on to Calcutta, thirteen miles; on to East Liverpool, seventeen miles; to Wellsville, twenty one miles. The first seven miles, level dirt and solid road; next ten miles, very hilly—nice coasting; next four, to Wellsville, level dirt road.

The county road from public square leading north through Unity, two and one-half miles; leading on to New Springfield, Mahoning County, seven miles; leads on to Youngstown, Ohio, twenty miles; or on to the lakes, or Cleveland. The road leads from Unity on to Petersburg, Mahoning County, to Newcastle, Pennsylvania, twenty miles. The first seven miles to Youngstown are sandy and hilly; the next thirteen, level but sandy.

The general condition of the roads leading from East Palestine is fair.

Tourists going west from Pittsburgh occasionally pass through, for Columbus and Cincinnati, over State Road.

East Palestine is situated in the northeast corner of Columbiana County, on the Pittsburgh, Fort Wayne and Chicago Railroad.

COSHOCTON

In regard to the roads, etc., Mr. C. F. Gosser, of Coshocton, says:

Coshocton County, with a fertile and productive soil, indeed holds a remarkable position among the counties of the State. To argue the truth of such a statement we need only to observe that there is not a foot of pike or macadamized road within her boundaries. It is, therefore, toured very little by cyclers, either foreign or local.

The general character of the land is hilly and rolling; but, with very few exceptions, the roads, so far as hills are concerned, are ridable if the surface soil is in condition.

In the valleys clay and sand are about equally distributed, while on the hills clay largely predominates. Between the months of May and September, inclusive, the surface soil becomes very hard and compact, except in periods of continued rainfall; and during this period there is not a through highway in the county that can not be ridden with pleasure and comfort, despite the general hilliness of the surface.

To the west and south, of about equal distance, are Newark and Zanesville. To the east and north are New Philadelphia and Millersburg, and to the northwest and southeast are Mount Vernon and Cambridge. These towns are within a radius of thirty miles, and the main roads of the county are those leading to them.

Coshocton is in the Valley of the Walhonding, where the waters of the Tuscarawas and "White Woman" Rivers unite to form the Muskingum. As the name implies, it was originally an Indian trading-point, and its traditions of Indian conflict, heroism of its early white settlers, and incidents of historical record are still fresh in the memory of its oldest inhabitants.

Four miles north of the city, on the banks of the Walhonding, there still stands, and will forever stand, a natural monument to Indian massacre and hostility. As the legend goes, a hotly-pursued white girl, in her desperate escape from the Indian's scalping-knife, leaped from this rock into her watery grave, and ever after this stream has been known as the "White Woman" River.

Leading from the city north is the public highway to Mount Vernon. This road follows the White Woman River through the valley to Warsaw, a small village, ten miles distant, and here begins to wind itself along the edge of a rocky bluff, and after two miles "worming" on a hard clay and comparatively level road-bed, it emerges again into the level and fertile valley.

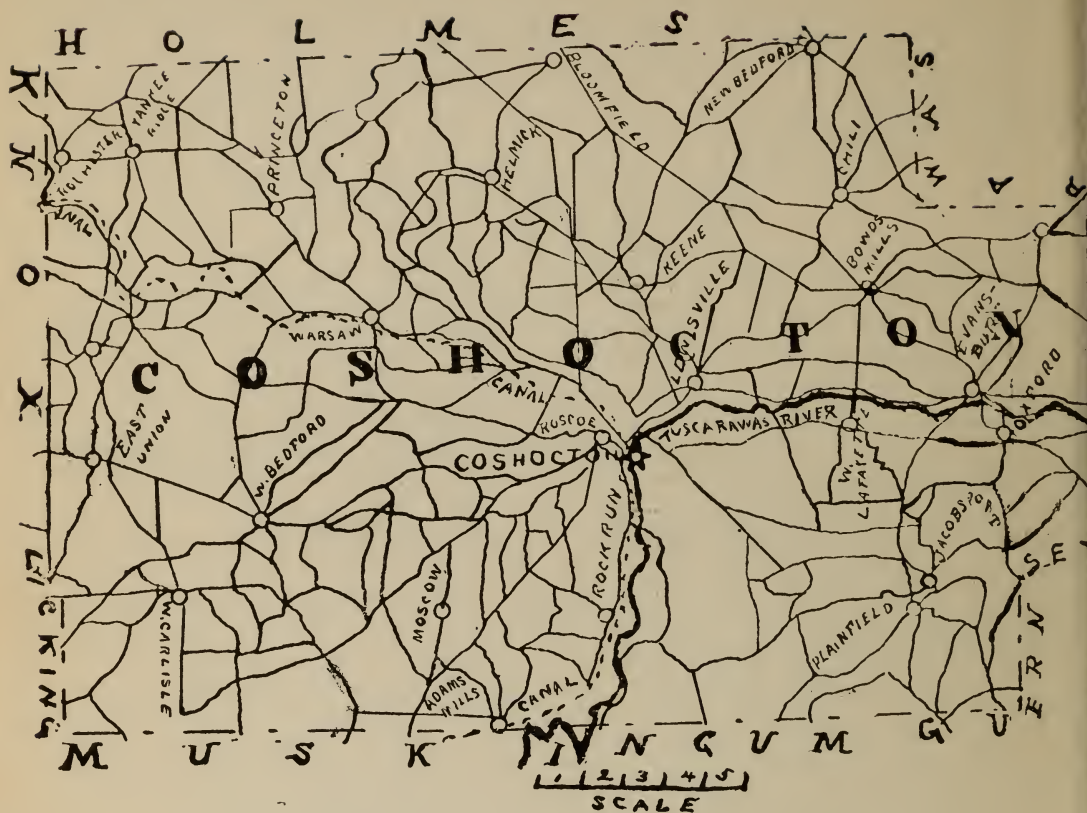
Here, to the north, we are confronted with a gigantic wall of solid rock, whose side is here and there relieved by scrub vegetation and occasionally a cluster of pine trees that have found root in the crevices or this natural formation, which towers perpendicularly for more than three hundred feet, and to the west beyond in a semi-circle as far as the eye can reach.

While in grandeur it can not claim any recognition with the scenery of the Rockies, it is nevertheless inspiring, as a traveler rides along, with this massive breastwork of nature in sight. crossing and recrossing the tortuous streams that abound, for a distance of four miles, when he again ascends to an elevation of one hundred feet and encounters roads of divers kinds; up and down hill, until he has reached Mount Vernon, the county seat of Knox County.

Leaving the city from the south are what are known as the Cambridge and Dresden Roads. As the name of the former indicates, its destination is Cambridge. Owing to the character of the road-bed between these points it is advisable for tourists to take to the railroad or engage a vehicle of sufficient capacity to accommodate both wheel and passenger.

The road to Dresden and thence to Zanesville is level and, on the whole, good, and can be covered, under favorable circumstances, in from three to four hours.

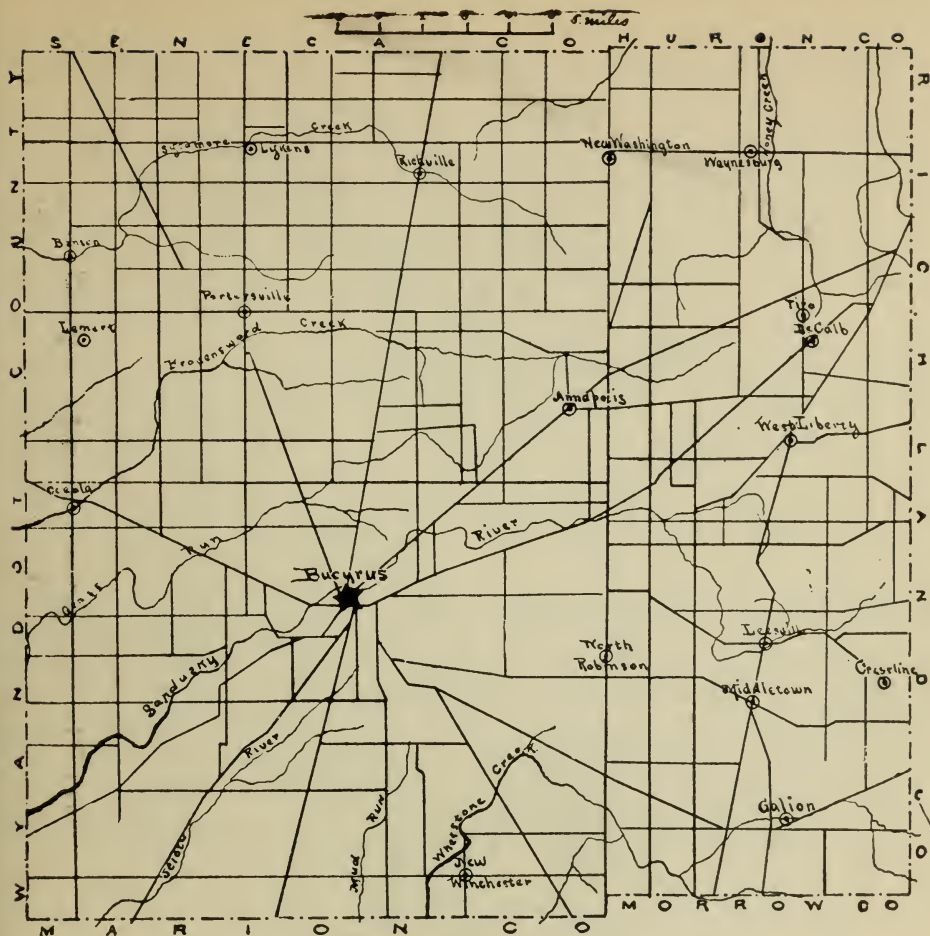
Legislation has failed to improve the roads of Coshocton County. Her constituency can not be awakened to the methods of the Nineteenth Century, and if the League of American Wheelmen can accomplish anything in this direction, her people can well afford to erect a monument to its efforts.



COSHOCTON

Area, 550 Square Miles; Population, 26,703.

Lies east of the center of the State. The population of the principal localities is: Warsaw, 376; Plainfield, 234; Coshocton, 3,672.



CRAWFORD

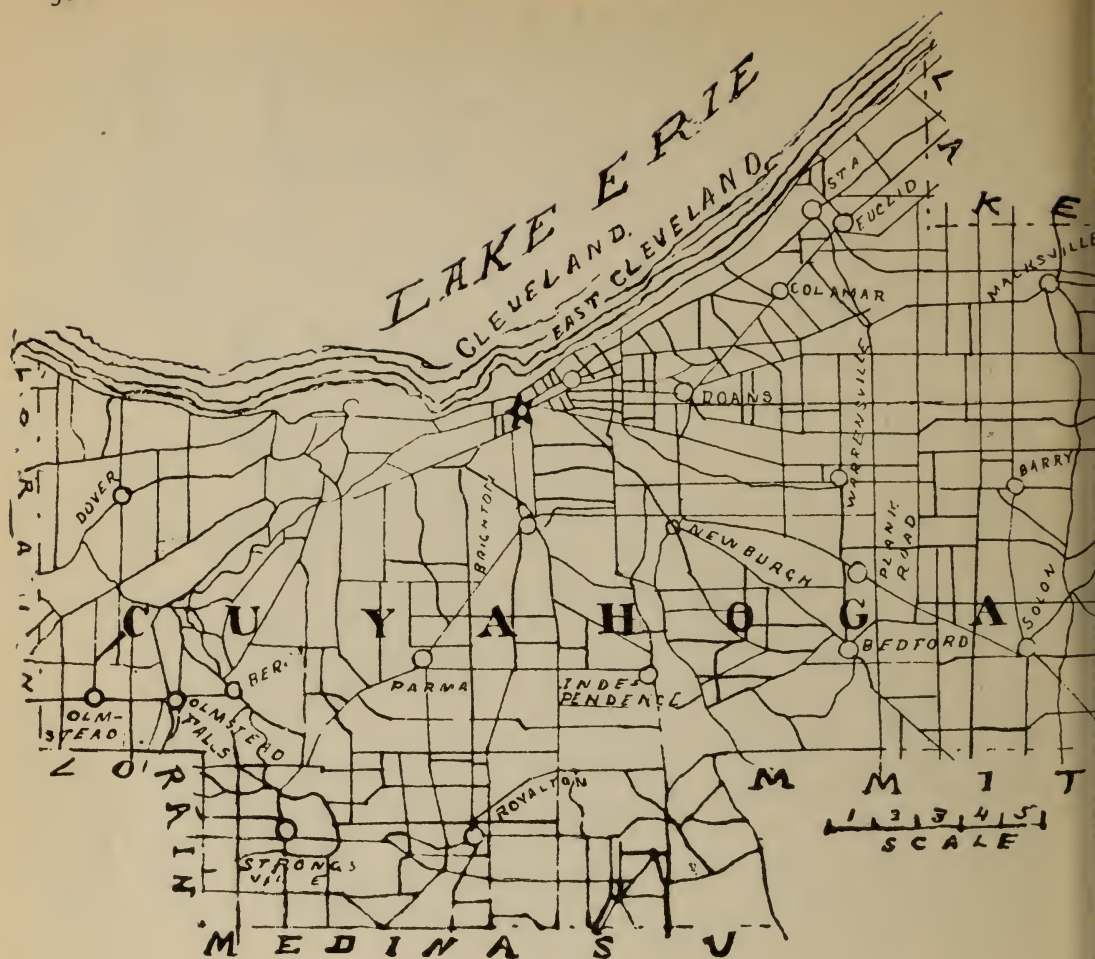
Area, 393 Square Miles; Population, 31,927.

It is north of the center of the State. The population of the principal localities is as follows: Bucyrus, 5,974; New Washington, 704; Crestline, 2,911; Leesville Cross Roads, 203; North Robinson, 257; Galion, 6,326.

In regard to the roads, etc., Mr. J. C. Gormly, of Bucyrus, writes:

The roads in Crawford County are very bad. No pikes outside of Bucyrus. Tourists' few and far between. The principal road is the Columbus (Franklin County) and Sandusky (Erie County) Pike, which is the main street of Bucyrus. The Marion Road, between Marion (Marion County) and Bucyrus; the Crestline Road, between Crestline and Bucyrus, the Upper Sandusky (Wyandot County) and Bucyrus. This road passes through the small village of Ocala.

These roads are all dirt, very level, and are almost impassable for tourists two-thirds of the year.



CUYAHOGA

Area, 480 Square Miles; Population, 309,970.

This county is on the shore of Lake Erie, and is the third one from the Pennsylvania line. Its principal localities are: Cleveland, 261,353; Bedford, 1,043; Brooklyn Village, 4,585; West Cleveland, 4,117; Chagrin Falls, 1,243; Dover, 300 (estimated); Collamer, 1,500 (estimated); Euclid, 699 (estimated); Berea, 2,533; Olmstead Falls, 342.

Cleveland, the second city in the State, is located on a bluff overlooking Lake Erie. Its broad streets, newly paved, offer many attractions for the cyclist. Scattered about in various parts of the city are cannon captured from the "Bloody Britishers" by Commodore Perry, whose monument adorns the park in the Public Square.

Of the roads in this county, Mr. C. D. Andrews says:

Roads generally fair. Principal city is Cleveland. Going east, take Euclid Avenue, pass-

ing Wade Park and Lakeview Cemetery, resting-place of Garfield, five miles from public square. Roads good—stone pavement. Collamer is eight miles. Take side-path. Good, with the exception of few short places. Electric motors run out this far from Cleveland. Euclid is ten miles from Cleveland, over plank road; fair. Euclid to Wycliffe, five and one-half miles; plank road ends here. Enter Lake County at this point, continue in the same direction for Willoughby, twenty miles from Cleveland; fair road or side-path. Mentor, twenty-five miles from Cleveland, Garfield's residence; splendid side-path here, and as fine a country as ever seen. Painesville, thirty miles from Cleveland; roads good. Going west from Cleveland, leave square by way of Superior Street, cross viaduct, one-half mile long, where Detroit Street is reached, on which continue to Rocky River, eight miles; population, three hundred. Detroit Street is being paved with fire-brick, which is fine. After pavement leaves off, take side-path to the river, which, if fine, cross over high iron bridge. Turn left for Dover, to brick store, known as Phinney's Corners. Turn to the right here, which is direct road to Dover, fifteen miles from Cleveland. Road good; gravel most of the way. Continue the same direction for Elyria; good side-path most of the way; Elyria twenty-five miles from Cleveland. Going south, the most direct route is Pearl Street, but stone pavement is very rough. I find by far the best route is to take Ontario Street. From the square pass East Side Market; turn to the right at first street after passing market; follow car-track across Central Viaduct, about three-fourths of a mile in length, when Jennings Avenue is reached, which has just been paved with fire-brick and is fine. Continue Jennings Avenue, passing Pelton Park, to end of pavement; turn right to first street, then turn left; continue on this street to its end; turn right to Scranton Avenue, passing City Infirmary; roads are fine; dirt roads after leaving Jennings Avenue. After passing Infirmary enter Brooklyn village; take side-path on Scranton and continue to end of street, where Pearl Street is reached; turn left and pass Riverside Cemetery and enter the business part of the village, three and one-half miles from public square, Cleveland. I believe there has never been any report of roads leading from this village, and as I live here, and am therefore interested, will give you a brief report of roads from here.

The main business street is Pearl Street. Take this street, going south, and cross Brooklyn Bridge into South Brooklyn, formerly known as Brighton, and passing through Parma for Medina, continue straight ahead until the second toll-gate is reached; turn left here on what is called York Street; the road is a good plank from South Brooklyn for about four miles on York Street. After that it is clay clear to Medina, and is rough in wet weather. Continue York Street to its end, turn right, and arrive at Bennett's Corners, sixteen and one-half miles from Cleveland and nine miles from Medina. Here five roads center, leading to several small country towns. There are guide-boards on the corners to direct travelers to any of these towns. Continue straight ahead until Wymouth is reached, and enter Medina County. Here the road winds around the town and turns to the right for Medina. The road is quite level until near the end of the plank on York Street, where the hills begin, small at first, but gradually increasing in size and number until, after leaving Bennett's Corners, there is scarcely any level road. I have made all these hills on my wheel but two, and they are nearly perpendicular. In good weather this is the best route from this village. It is a road that is traveled the most, and is the best in this section. It is very hilly in any direction around Medina.

For Brecksville cross bridge into South Brooklyn; take first left-hand road to Walling's Corners, nine miles from village; turn left three and one-half miles to Brecksville. The road is plank to the Corners; after that is clay and hilly to Brecksville.

For Berea, take Newburgh Street west, known as the Ridge Road, out of the village, crossing a high bridge over railroad; continue this road to its end; turn left to second toll-gate; turn left and continue straight ahead until the second railroad is reached, which is a double track and good cinder path between to Berea, one-half mile. It is generally better this way than around the road into town. I have made the entire distance, up the track from bridge on Ridge Road, a number of times. It is very good—cinders most of the way. I prefer this way in bad weather, but cattle guards and switches are numerous.

Berea is famous for its extensive stone quarries. Newburgh is being paved with fire-brick. After pavement leaves off take side-path, which is good most of the way. Road is sandy after leaving Ridge Road. Plank road continues to about two and one-half miles of Berea; is good, except last five miles, which gets a little rough and finally ends. Then about two miles of clay road to railroad, and generally rough except in dry weather, which is my reason for taking railroad. Distance, fifteen miles from Cleveland. For Dover and Elyria, take Ridge Road to its end, as described above; turn right down the hill; take first road to left, known as Henry Street; clay, but generally good. Follow this to its end, where Detroit Street is reached, turn left and follow route given from Cleveland the balance of the way.

Would be glad to see any wheelman passing this way, and would gladly give any information not given above.

In addition to the above, the Cleveland Wheel Club send the following routes:

Following is a list of favorite routes of wheelmen in this vicinity. All routes start from Cleveland Public Square.

No. 1—Cleveland to Rocky River, Dover, Ridgeville, Elyria: *Superior Street to *Viaduct, to *Pearl Street, to *Franklin Avenue, to ¶Gordon Avenue, to †Detroit Street, to †Rocky River, cross bridge, take ½ River Road one mile south to Finney's Corners; turn west, five miles to Dover, six more to Ridgeville, five more to Elyria, on ½¶Center Ridge Road (mostly ¶).

No. 2—Cleveland to Lorain: Route 1 as far as Rocky River; keep straight ahead on Lake Road; very hilly clay road for seven miles, then sand, but passably ridable to Avon; from there very sandy to Lorain, twenty-six miles.

No. 3—Cleveland to Berea: *Superior Street to Viaduct, to *Pearl, to *Franklin, to ¶Gordon Avenue, to †Lorain Street, to second toll-gate, turn south, seven miles to Berea.

No. 4—Cleveland to Medina: *Ontario Street to Central Viaduct, to †Jennings Avenue, to †Holmden Avenue, to †Scranton Avenue, to †Pearl Street, out Pearl Street to Brooklyn, one mile to †Brighton, nine miles to Albion, one mile to Strongsville, — miles to Wadsworth, — miles to Medina.

No. 5—Cleveland to Akron: *Ontario Street to Broadway, to ¶Independence Street, to Ohio Canal (good, bad, and indifferent); take tow-path to Alexander's Mills, to Boston, to Peninsula, to Akron.

No. 6—Cleveland to Bedford: *Euclid Avenue to *Wilson Avenue, to *Broadway, to Northern Ohio Insane Asylum; take State Road (clay) to Bedford; very hilly, and unridable in wet weather.

No. 7—Cleveland to Geauga Lake: Don't!!!! *Euclid Avenue to *Wilson Avenue, to *Broadway, to ½Miles Avenue, straight out, five miles to Solon, two and one half miles to Geauga Lake.

No. 8—Cleveland to Gates' Mills: *Euclid Avenue to †Mayfield Road, to South Euclid, to Gates' Mills.

No. 9—Cleveland to Willoughby: *Euclid Avenue, straight out six miles to ¶Collamer, four miles to Euclid Creek, two and one-half miles to Wickliffe, six miles to Willoughby.

* Medina block-stone pavement.

† Fire-brick.

‡ Plank road.

½ Gravel pike.

¶ Side-path.

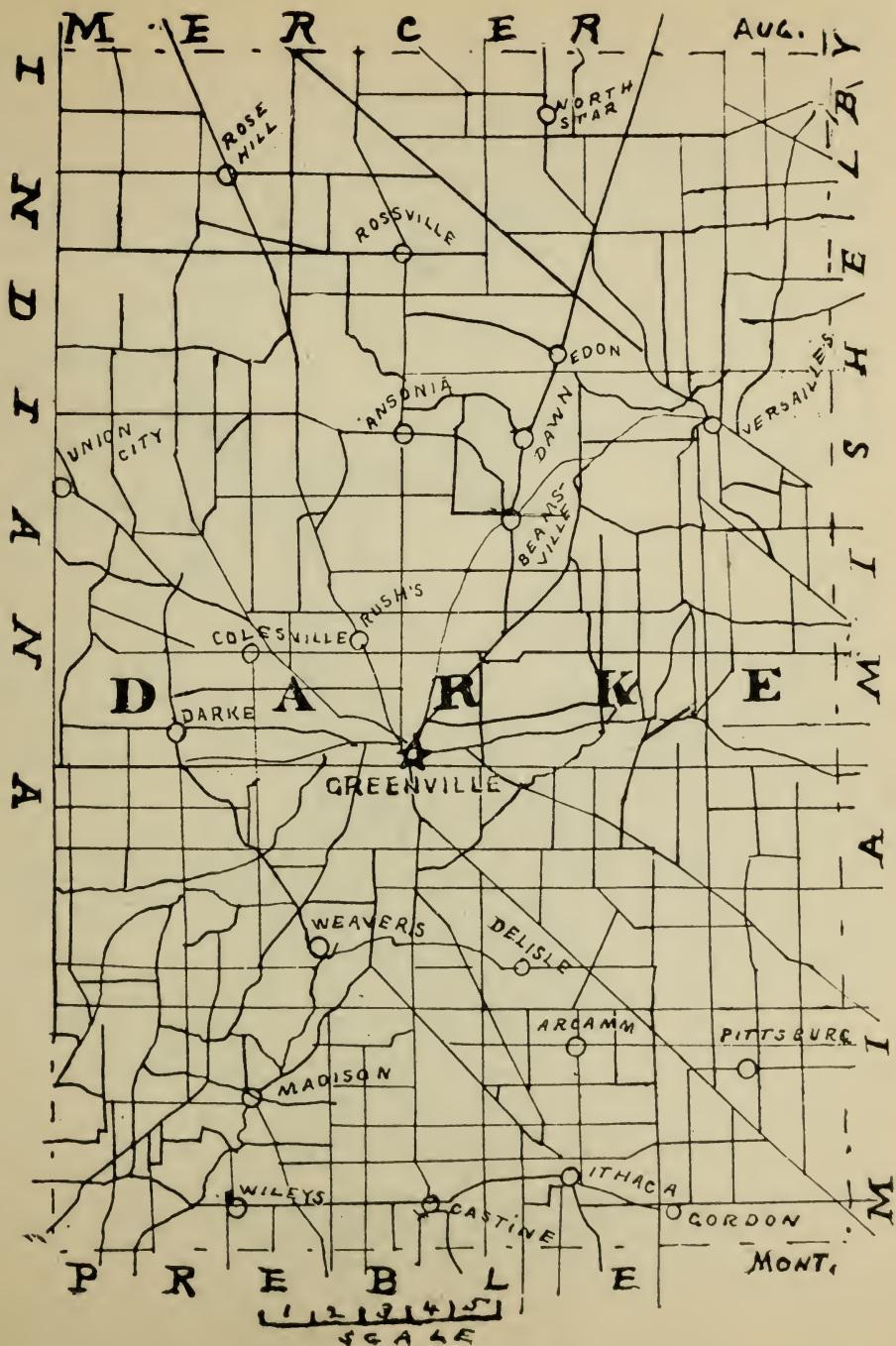
DARKE

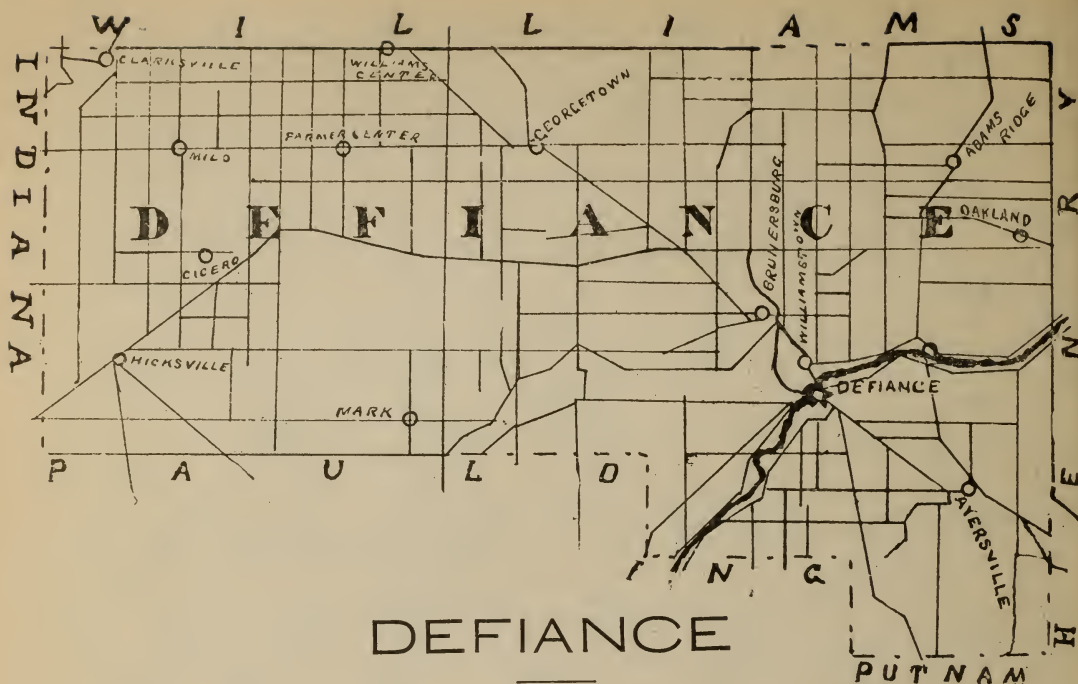
Area, 600 Square Miles; Population, 43,961.

Is on the Indiana line, the fourth county from the Ohio River. The population of the principal localities is: Bradford, 1,338; Gettysburg, 274; Rossville, 254; Ansonia, 676; Greenville, 5,473; New Madison, 478; Union City, 1,293; Osgood, 242; Arcanum, 1,134; Ithaca, 135; Versailles, 1,385.

In regard to the roads, Mr. W. J. Klinger, of Greenville, says:

Darke County had, in 1890, more miles of pike than any other county in Ohio; though others now surpass her, still she offers many delightful rides to the touring wheelman who will pay her a visit. Greenville, at the center of the county, is one of the healthiest and coolest cities in the State, surrounded by some of the richest farming districts in Ohio. From Greenville extend in all directions good solid pikes, and any tourist entering Darke County's borders will not have much to contend with in the way of mud. The city itself cannot boast of any particularly fine streets, but surrounding it is one of the best system of pikes in Ohio, replete with a complete system of guide boards. All roads of any prominence are piked with first-class gravel, but in the extreme northern part of the county the roads are not so good. New roads are being built every year, so that in the near future the description of Darke County's roads will only be "all pikes,"





DEFIANC

Area, 414 Square Miles; Population, 25,769.

Is on the Indiana line, the second county from the Michigan line. The population of the principal localities is: Defiance, 7,694; Hicksville, 2,141.

In regard to the roads, W. F. Horton, of Hicksville, writes:

Wheelmen passing through the State do not come this way. They usually go north of here, mostly into Michigan if they are touring East or West. Our streets are of gravel, and the road to Ft. Wayne, Indiana (twenty-six and one-half miles), is: Sixteen miles toll road, gravel; seven and one-half miles dirt, most always very fair; three miles of gravel, always good. Towns on the road are Maysville, a splendid place to stop for a meal, as the hotels make a specialty of catering to wheelmen; Hall's Corners, Georgetown and Half-Way House (beer).

Defiance, the county seat, is twenty miles east. Direct road very bad. Do not go by way of the Postal Telegraph line, it is not usually rideable. Go by way of Farmer Center. Although it is thirty-two miles, it is by far the best way to go. Going this way, you go through Farmer Center, Georgetown and Brunersburg. Road is gravel about seventeen miles; remainder fair dirt road.

Bryan, Williams County, is nineteen miles from here over the Hicksville and Bryan Road, all gravel, and no need of a dismount all the way. Two hills, both rideable. Towns, Farmer Center and Williams Center; no accommodation at either place.

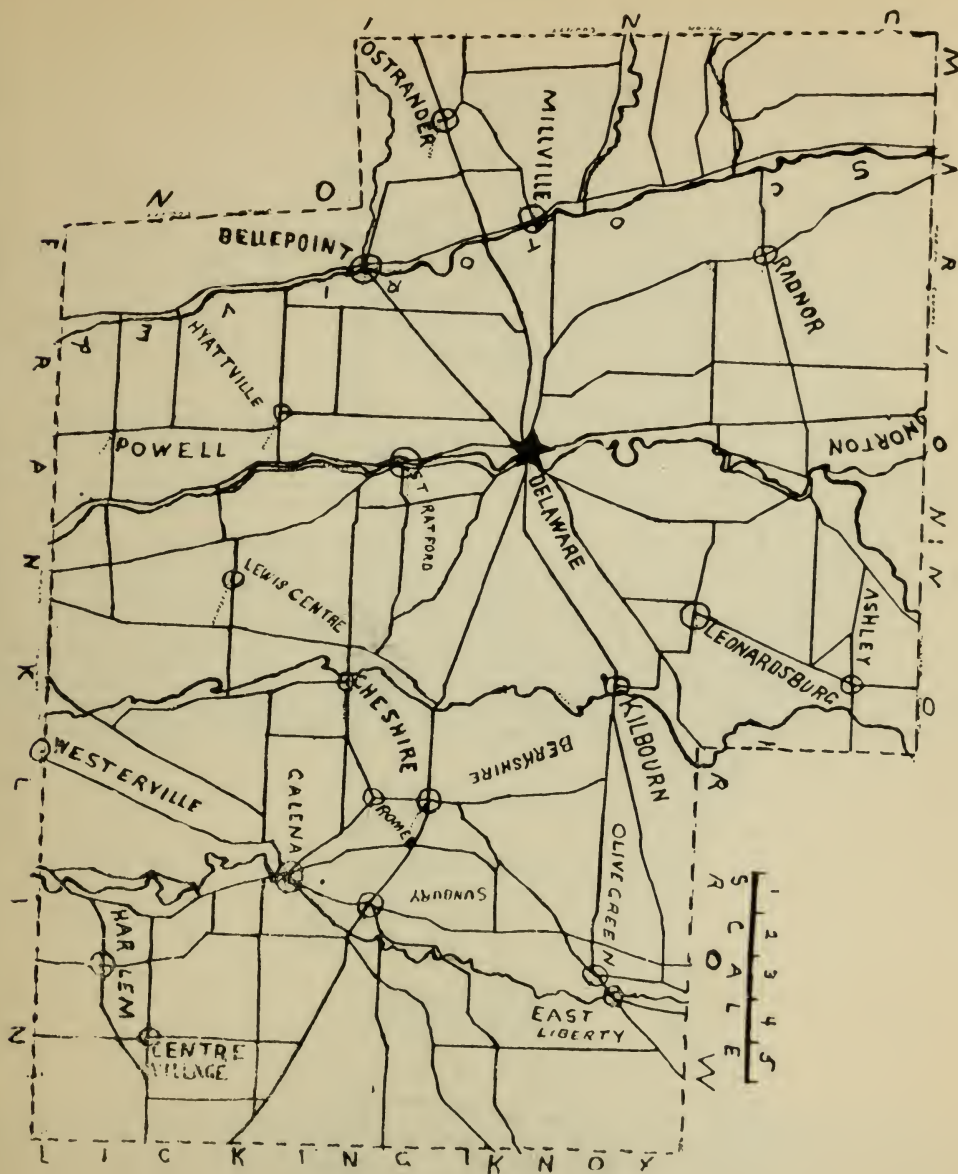
Edgerton, Williams County, is eleven miles from here, about seven miles gravel, remainder dirt and only fair; very hilly and some sand.

Antwerp is seven miles, over four miles of gravel and three of dirt. Usually bad, and not much traveled by wheelmen.

Auburn, Indiana, is eighteen miles, over sixteen miles of dirt, sand and hills and two miles of gravel; all rideable. Follow the Postal Telegraph line, and if you want to go further you can go to Garrett, Kendallville and on to Chicago by following this road. This road was taken this summer by Chicago wheelmen who passed through here to Toledo.

Detroit is 143 miles from here, and over very fair roads all the way. This is the route: Bryan, West Unity and Fayette, Ohio; Morenci, Adrian, Tecumseh, Macon, Ypsilanti and Wayne, Michigan.

At Defiance, county seat, there are yet to be seen the embankments of old Fort Defiance.



DELAWARE

Area, 452 Square Miles; Population, 27,189.

This county is a little west of the center of the State. The population of the principal localities is: Sunbury, 475; Delaware, 8,224; Ashley, 628; Ostrander, 357.

DELAWARE

In regard to the roads, Mr. M. L. Wolf, of Delaware, writes :

The Columbus Pike: This pike is north, slightly bearing to the south all of the way to Columbus. The only place you pass through is Worthington. This point is eighteen miles from Delaware and seven from Columbus. This pike is the best leading to Columbus out of two others, and this is what the wheelmen call fair. It is rather hilly.

Prospect Pike: You go north to Central Avenue, then turn west and it is a straight road. Bearing north, you pass through Radnor, which is eight miles. Then comes Prospect, which is thirteen miles. From there is a first-class road to Marion, which is ten miles from Prospect. This road is pretty level, and a good gravel road.

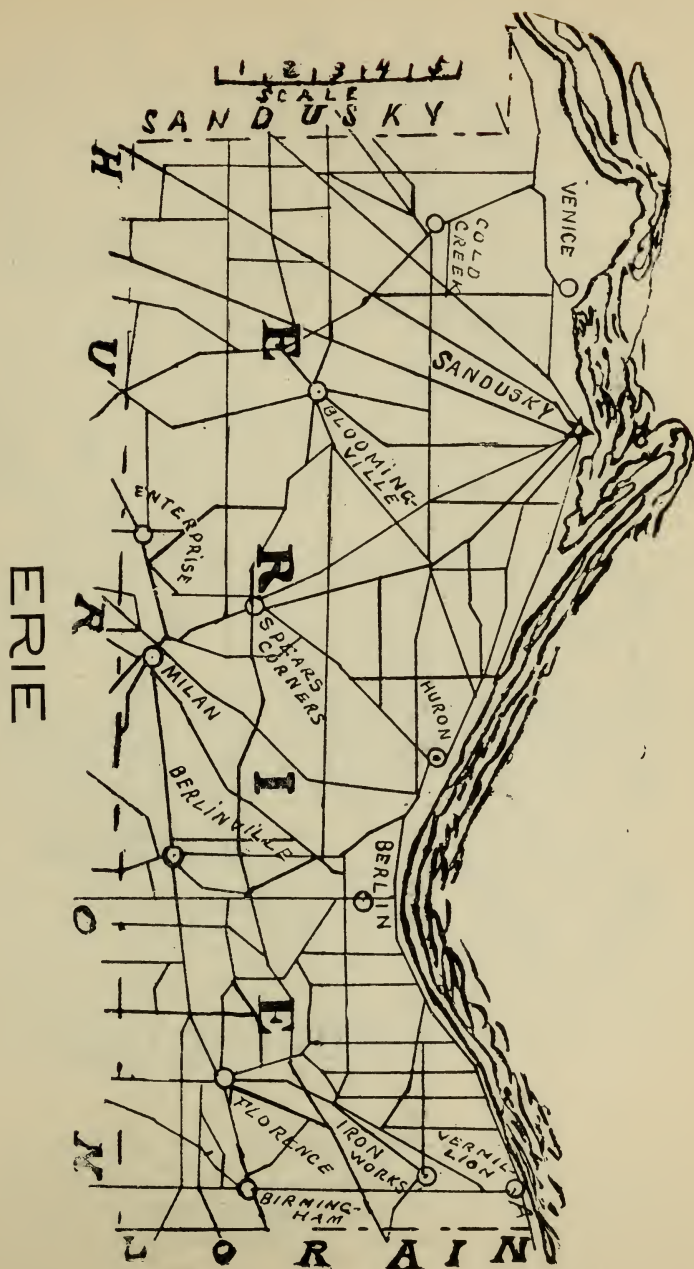
The Marion Pike: Go from City Hall north. This is a direct road to Marion, distant twenty miles. It is hilly. By a very good gravel road you pass through two small villages.

Marysville Pike: From the City Hall west you pass Ostrander, one-fourth of a mile north of the pike. This point is eight miles from Delaware. The next town is Dover, twelve miles from Delaware. Then you get into Marysville, sixteen miles from Delaware. This pike is first-class, made of gravel, a little bit rolling. This road is traveled a great deal by wheelmen, and is considered a first-class ride.

Bellefontaine Pike (from Delaware to Magnetic Springs and Maple Dell): You go from City Hall north for two squares, then go west on Central Avenue for three miles, then you turn northwest for eleven miles. Here you can ride from the pike about one-sixteenth mile to Maple Dell, which is a great summer resort. Here a weary wheelman can get a drink of first-class spring water and some of the world-renowned ice cream. Coming back on the pike and riding for one mile, then turning west off the pike and riding one mile brings him to a summer resort—Magnetic Springs. This has good hotel accommodation, and they give rates to L. A. W. Coming back on the pike for thirty-eight miles brings the rider to Bellefontaine. There are no places of importance that you pass through. This road is rather hilly, but it is first-class, being gravel. We have a great many wheelmen come here just to take the ride from Delaware to Magnetic Springs.

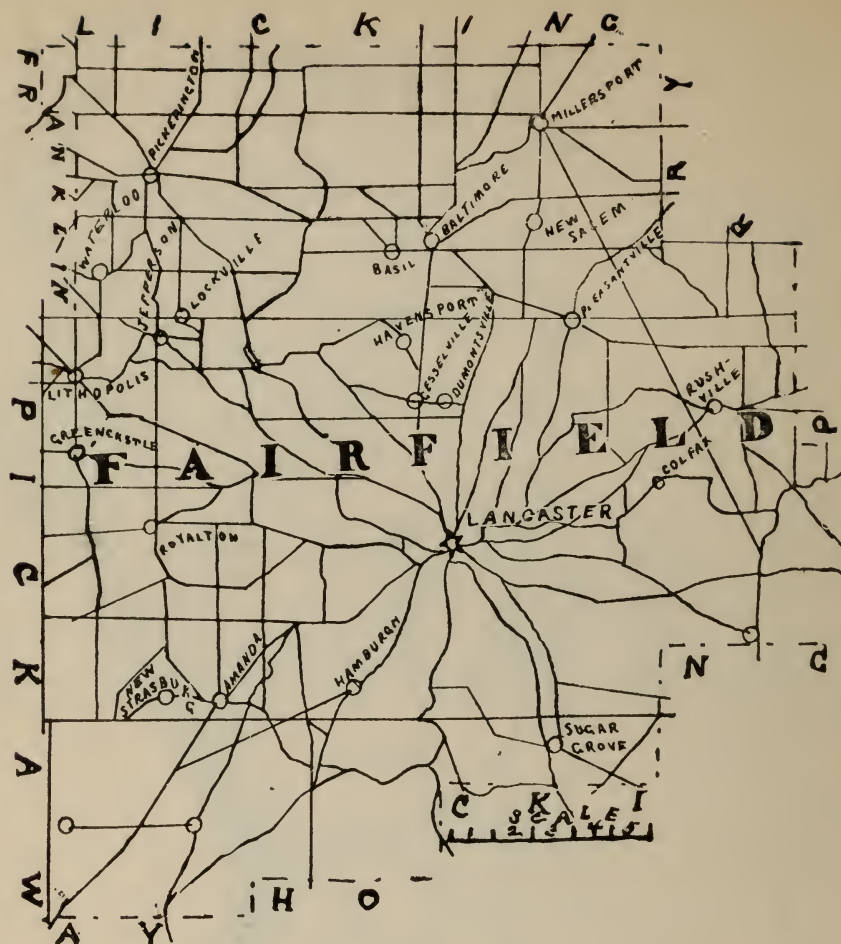
ERIE

The principal city of this county is Sandusky, on Lake Erie, northwestern part of county. Sandusky to Castalia, eight miles southwest. Leave via Castalia Road, which will be found to be generally rough; is rideable, but not recommended. Castalia to Bellevue, Huron County, ten miles south, road generally poor, sandy, and not recommended; the best route to Bellevue being over the Columbus Pike, a fine stone and gravel pike, always well kept, and leaves Sandusky in a southeasterly direction. For Norwalk, Huron County, leave Sandusky via Hancock Street (commonly called Cemetery Road), runs southeasterly via Milan; road fair but sandy. Rideable roads in this county few, generally poor and sandy; at their best in the spring.



Area, 260 Square Miles; Population, 35,462.

Is on Lake Erie, north of the center of the State. The population of the principal localities is: Sandusky, 18,471; Berlin Heights, 517; Huron, 1,380; Milan, 627.



FAIRFIELD

Area, 474 Square Miles; Population, 33,939.

Is a little south of the center of the State. The population of the principal localities is: Amanda, 469; Royalton, 163; Sugar Grove, 275; Lithopolis, 369; Oakland, 165; Stoutsville, 282; Carroll, 293; Havensport, 77; Lancaster, 7,555; Baltimore, 505; Basil, 406; Pleasantville, 521; Rushville, 291; West Rushville, 195; Bremen, 244; Lockville, 80; Pickerington, 290; Waterloo, 146; Millersport, 259; New Salem, 189; Thurston, 213.

In regard to the roads and points of interest, Mr. H. R. Boving, of Lancaster, writes:

No. 1—Amanda Pike: This is a good pike; runs through Amanda and New Strasburg, thence to Circleville. Grade is rolling; affords splendid coasting. This is the best road to take to Circleville.

No. 2—Cedar Hill Pike: Passes one and one-half mile south of Royalton. Good pike; rolling. This also can be taken to Circleville, but would prefer No. 1.

No. 3—Camp Ground Road: This is a country mud road, but is in good condition. It is graveled as far as the Camp Grounds, and is in fair condition. Camp Grounds are about two miles from Lancaster. Grounds are owned by the Methodist people, a great many of whom have their private cottages and spend the hot months in them. Grounds are frequently visited by wheelmen, especially during the two weeks of camp meeting, when thousands of people from near and far enjoy the cool shade, etc. The hotel on the grounds is a half-block from the camp-ground depot (Columbus and Hocking Valley Railroad).

No. 4—Columbus Pike: This is the most direct route to Columbus. Good condition—rolling and good coasting as far as Winchester, in Franklin County. A wheelman will find several good pulls between Lancaster and Jefferson, but all hills are in good or fair condition. To go to Rock Mill take No. 4 as far as * (Hooker's Station), then turn northwest over canal. This will take one through Greencastle and Lithopolis to Columbus; but we prefer No. 4 all the way. Rock Mill is the falls in a small stream about fifty feet high. Water falls into what is called the "natural well." The depth of this well has never been ascertained, owing to the water being kept in a rapid whirling motion which will not allow a stone to reach bottom, but is ground to sand. After leaving the natural well the water passes on its course over a solid rock bottom and between two perpendicular solid rock walls. This place is often used for a quiet picnic.

No. 5—Baltimore Pike: This is a good pike, partly rolling and partly hilly, but all in fair condition. It is this road that the famous Shrimp's Hill is on. It is just this side of Dumontsville. It is a rather steep grade going northeast a quarter mile long; a good one to try climbing on.

No. 6—Infirmary Road: Country road; fair condition; hilly. Leads past Mount Pleasant to County Infirmary, Salem, and Middleport. Mount Pleasant is a mass of rock probably two hundred or two hundred and fifty feet high, with almost perpendicular walls. The top is perfectly level and covered with beautiful grass and trees. Wild flowers, moss, laurels, etc., grow in great profusion. It is a beautiful place, and well worth seeing. This is the bluff upon which the great "Rough-on-Indians"—George Wetzel—did so many of his deeds of daring among the Indians.

No. 7—Pleasantville Pike: Good pike, but partly stony near Lancaster; rolling; runs through Pleasantville to Licking Lake. This is a place well worth going to. It is a large body of water which feeds the Hocking and Ohio Canals. Good fishing and boating; plenty of ducks; splendid place for camping and picnicking; hotels all around it. Hotels, though, are not such as you find in Chicago and other small towns; but there is no necessity of starving.

No. 8—Zanesville Pike: Through Rushville, good pike, rolling and partly hilly. The Orphans' Home is on Zanesville Pike.

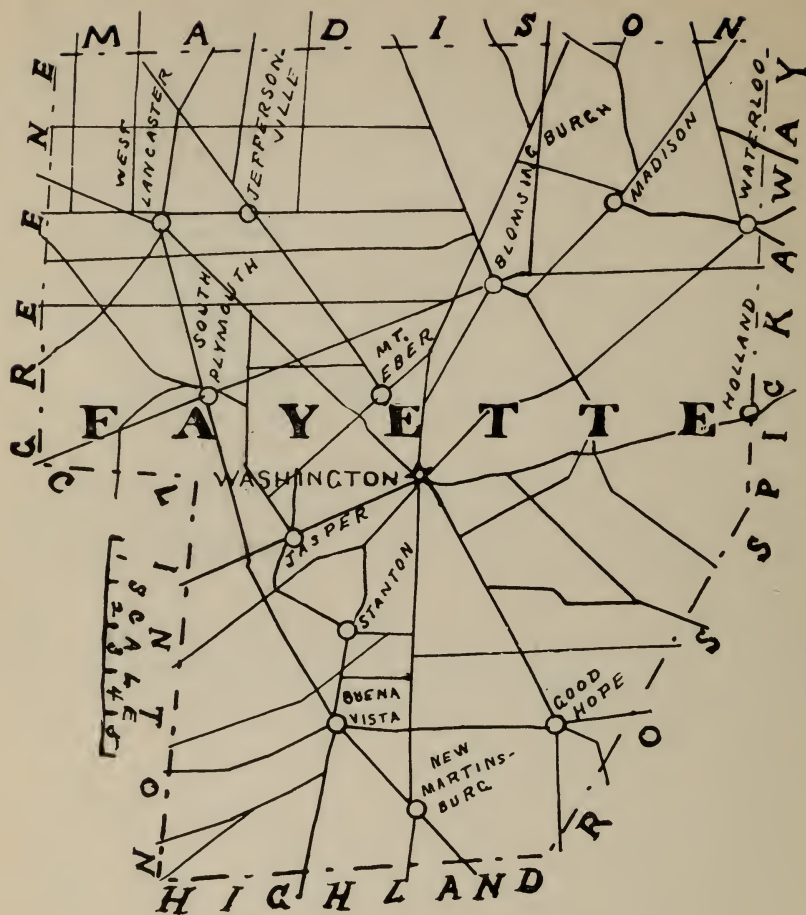
No. 9—East Sugar Grove Road: Sandy and hilly from Lancaster to *; from * to Sugar Grove, fair and rolling.

No. 10—West Sugar Grove Pike: Rolling, with several small hills, but in good condition. Attractive scenery. Near Sugar Grove, on this pike, is where the beautiful rhododendron grows. These hills are worth seeing while the rhododendrons are in bloom.

No. 11—State Farm Road: Partly graveled, part quite sandy; all hilly. The Ohio Industrial School for Boys is on this road, about six miles from Lancaster. There are always between five hundred and six hundred boys at this place. Nice place to go to spend a pleasant day.

No. 12—Hamburg Road: Indifferent country road; rather hilly. Take this road, then turn south one and one-half mile before reaching Hamburg, and it will take you to Riven Rock, a large hill full of fissures from fifty to one hundred feet deep, wide enough for a single-file procession. Must be seen to be appreciated.





FAYETTE

Area, 398 Square Miles ; Population, 22,309.

Is southwest of the center of the State. The population of the principal localities is: New Holland, 683; Bloomingburg, 638; Washington C. H., 5,742.

In regard to the roads, etc., Mr. James M. Hartman, of Washington C. H., says:

Pike No. 1—Columbus: Runs north and south through this county, and is a gravel pike. A very fair wheeling road. About two miles of this road near Washington C. H. is macadamized. It is a level road—no strong hills nor good coasts on it. It is traveled by wheelmen going through the State via Columbus, or from Wilmington, Cincinnati, etc. The following towns are on this pike: Going south, Madison Mills, Bloomingburg and Washington C. H.; going west of Washington C. H. to Sabina (Clinton County), it is connected at Cook's Station with the White Oak Pike, at Madison Mills with a pike running into Madison County, at Bloomingburg with Springfield Pike, which goes through Bloomingburg and on into Madison County. This is an excellent road to get to London and intermediate points.

Pike No. 2—The Circleville: Going from Washington C. H. to Circleville is a good gravel road. It is a direct route to the latter place. It goes through New Holland and Williamsport, Pickaway County, but no towns in Fayette.

Pike No. 3—The Chillicothe: From Washington C. H. to Chillicothe is a very old gravel road, but is somewhat hilly near the Ross County line.

Pike No. 4—The Greenfield: From Washington C. H. to Greenfield is an excellent gravel pike—some fine coasts and nice scenery near it. There is a fine bathing hole near it about half way between the two towns, known as "Cedar Hole," in Paint Creek. This pike is the first on the left of the three which come together near the iron bridge at Washington C. H.

Pike No. 5—The Leesburg: Is the second of the three named above. It is considered by most wheelmen as the best wheel road in the county, is a fine creek-gravel road, and goes through Stanton, Buena Vista, etc.

Pike No. 6—Wilmington or Sabina: Is the Columbus Pike after it leaves Washington C. H., west of town. The famous kite-shaped track is near this road, at the Fair Ground.

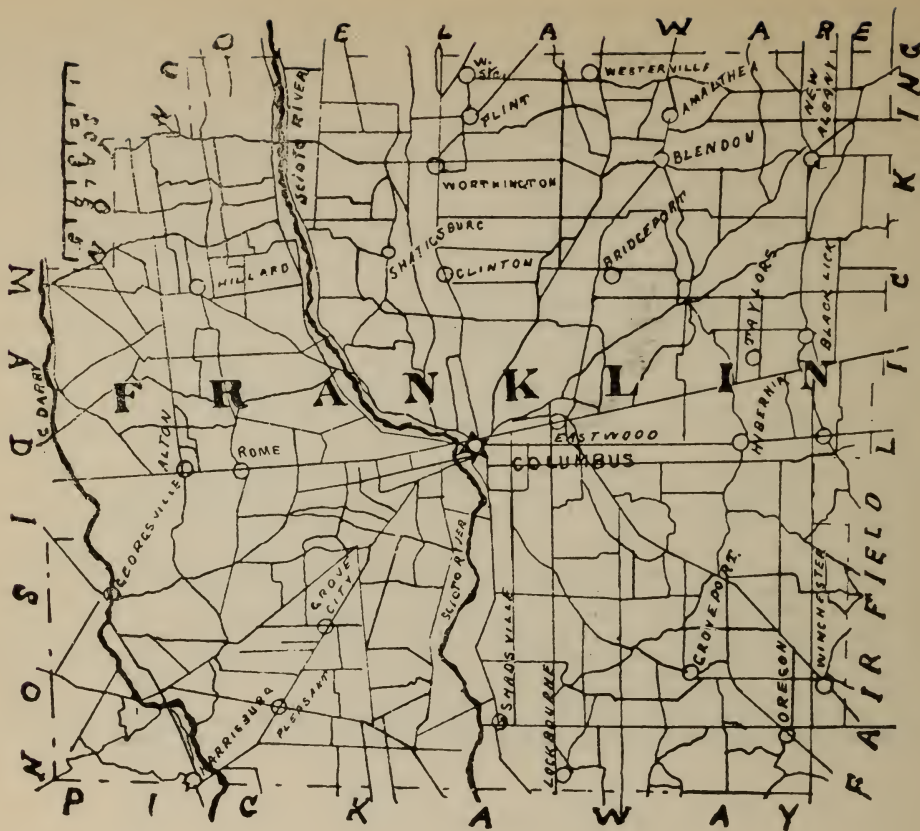
Pike No. 7—The Jeffersonville: Is a very good gravel pike, somewhat rolling, and leads to Jeffersonville.

Pike No. 8—The Jamestown: Leads to Jamestown, Greene County. It is a fine road to ride on, and passes the Coil Camp Grounds, where the M. E. camp meetings are held. Good road for tourists who want to go to Xenia or Dayton.

These are the principal pikes of our county leading into Washington C. H. But our byways in dry weather are good wheel roads, and by taking some of them the distance to some minor points can be considerably lessened. Washington C. H. is the principal town. It has excellent streets, some paved with brick and others macadamized. The principal objects of interest here are court house, factories and fine residences (and pretty girls).

There are no particular objects of interest in the county except the public institutions—Orphans' Home and Infirmary—on the Columbus Pike, about two miles east of Washington C. H.





FRANKLIN

Area, 524 Square Miles; Population, 124,087.

Is in the center of the State. The population of the principal localities is: Columbus, 88,150; Westerville, 1,329; Grovesville, 272; Canal Winchester, 633; Grovesport, 578; Gahanna, 207; Hilliard, 338; New Albany, 223; Harrisburg, 211; Worthington, 341; Reynoldsburg, 393; Dublin, 296.

In regard to the roads, Mr. E. K. Morris, of Columbus, writes:

The principal roads in this county usually traveled by wheelmen are the Columbus and Delaware Pike, leading to Columbus from the north; the Columbus and Chillicothe Pike, coming from the south, and the National Road, which passes through the county running east and west. Of these the Delaware and Chillicothe Pikes are fairly good gravel roads, running in an almost straight course north and south. The Delaware pike passes through the town of Worthington. Another good road, known as the River Road, connects Delaware and Worthington. The Chillicothe Pike passes through Shadeville, and connects with Circleville.

The National Road is macadamized, and is always in very poor condition in this county, being

full of ruts. It passes through the towns of Reynoldsburg on the east, and Rome and Alton on the west.

The Harbor Road and the Westerville Pike, two fairly good pikes, connect Columbus with the town of Westerville on the northeast, while the Dublin Pike, one of the best roads in the county, connects Columbus with Dublin on the northwest; whence connection is made with Marysville. On the northeast are also the Sunbury and Johnstown Pikes, of fairly good grade but comparatively little traveled by wheelmen.

Columbus is connected with the town of Pataskala on the east by an inferior road, known as the Broad Street Pike. On the southeast are the Columbus and Winchester Pike, connecting Columbus with Canal Winchester, and a first-class road known as the Columbus and Groveport Pike, passing through the town of Groveport to Canal Winchester. By either of these roads connection is made with Lancaster.

On the southwest the Harrisburg Pike runs through Grove City to Harrisburg, and connects with the road to Washington C. H. Wheelmen are advised to stay away from this pike, as it is the worst in the county.

One of the best roads in the county connects with the Dublin Pike about three miles south of Dublin, and runs northwest to Plain City.

The surface of Franklin County is mostly level, and as a consequence no hills are found on the roads that are not easily climbed. All of the principal roads in the county are pikes made of macadam or river gravel.

The following is from the programme of the Meet at Columbus in 1891:

The State House, about the center of Columbus, is bounded on the north and west by Broad and High Streets, two fine avenues running five miles in each direction to the corporation line, paved for the most part with asphalt. On High Street or streets adjoining are all of the hotels which wheelmen will care to patronize. Parties wheeling to Columbus from any direction will need only to strike one of these thoroughfares to find themselves on the direct road and within easy distance of their stopping place.

From the north, come through Marion and Delaware. From Delaware the city is reached at North Columbus, whence the traveler glides over three miles of High Street asphalt to the League Headquarters at the Park Hotel.

From the northeast also good roads lead to the city by way of Delaware. A little farther to the east a fair road connects Mt. Vernon with Sunbury, whence a good pike runs to the city, joining Broad Street past St. Marys of the Springs.

On the east the only passable road is the National Road, which in this section is only fair. Wheelmen should come by Zanesville and south of Newark, and are advised to cross to Broad Street Pike near Reynoldsburg, six miles out.

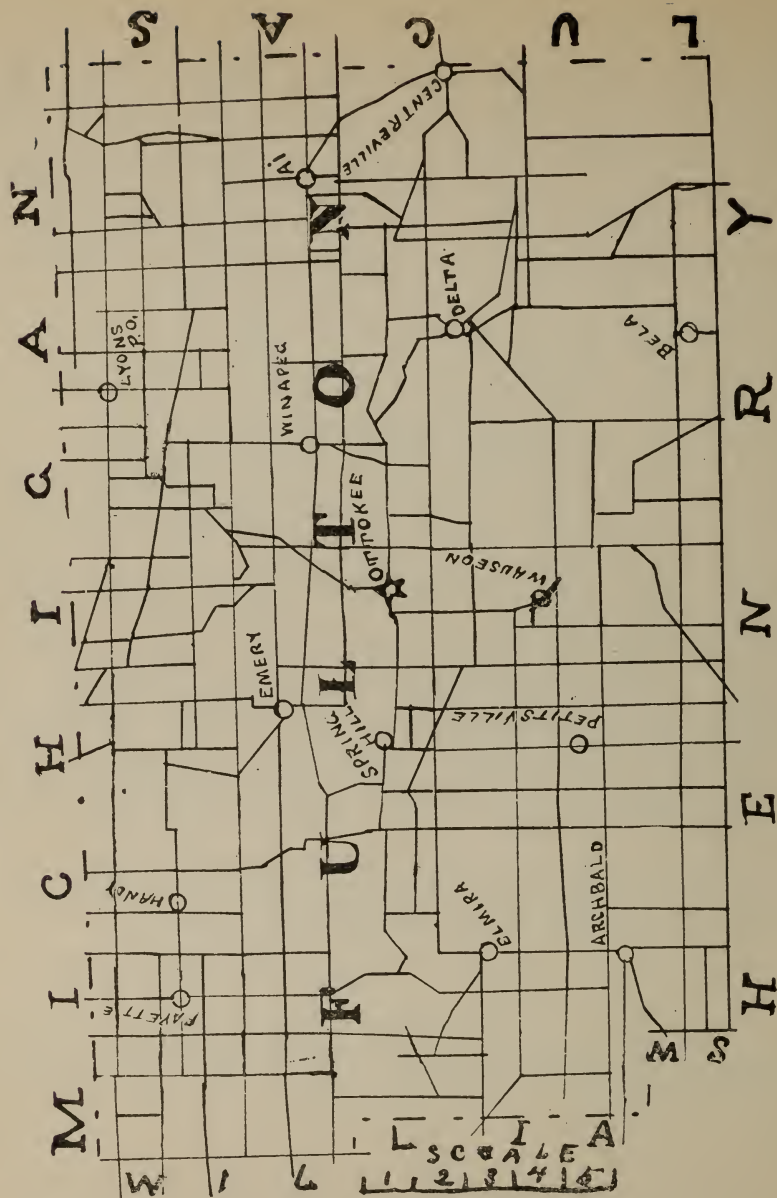
To the southeast, beyond Lancaster the roads are rough and hilly, but from that place a good pike leads to Columbus through Carroll, Canal Winchester and Groveport.

From the south a good pike runs from Portsmouth to Columbus by way of Waverly, Chillicothe, Circleville, South Bloomfield and Shadeville, joining with High Street at the southern boundary of the city.

To the southwest the roads are good from Wilmington by way of Washington C. H. and Mt. Sterling to Grove City, five miles out. From that point to West Mound Street, which connects with High, the wheeling is not all that could be desired. From Lebanon good pikes connect with the National Road and West Broad Street through Xenia, South Charleston, London and West Jefferson.

On the West, Dayton, Greenville, Troy, Urbana and Springfield are all connected with Columbus with excellent roads, joining with the National Road and Broad Street through the same places.

Among the many points of interest in Columbus are the State House, with its library, flag room, legislative halls and magnificent dome; the Deaf and Dumb Institution, the Blind Asylum, the Insane Asylum, the Asylum for Feeble Minded Youth, the State Arsenal, the State University, the United States Barracks and the Ohio Penitentiary.



FULTON

Area, 402 Square Miles; Population, 22,023.

Is on the Michigan line, and is separated from Indiana by Williams County. The population of the principal localities is as follows: Wauseon (county seat), 2,060; Swanton, 508; Archbold, 780; Fayette, 890; Delta, 1,132.

In regard to the roads, etc., Mr. E. T. Pierce, of Fayette, writes:

In answer to your questions, in order of occurrence, will say:

1. Roads traveled by wheelmen: We have visiting wheelmen that come from all directions. Roads to the west and southwest are generally considered the best.

2. Roads mostly clay, except those leading east from here, when considerable sand is encountered.

3. Grades level, except near Hudson, Michigan, thirteen miles north of us, we find some hilly country, when within two or three miles of Hudson.

4. Roads south of here are fair, except during or after a rain. Then, on account of stiff clay, they are either slippery or rough. To the west and southwest we generally find our best roads, which compare favorably with roads in this county. North and northeast the roads are fair. East of here a few miles walking is in order on account of the deep sand.

5. Am unable to point out any particular route taken by tourists, as few pass through here *en route* to the cities.

6. In going from Fort Wayne, Indiana, or towns intervening, such as West Unity, Bryan, Hicksville, Ohio, straight west of Fayette one and three-quarter miles, south one-half mile, west three miles, when we come to what is known as the *Angling Road*. This runs northeast by southwest. Going in a southwest direction will take one direct through the places named, and into Fort Wayne, Indiana. Good roads all the way, except now and then a dismount on account of sand.

To go to Toledo, Ohio, the only road that one can ride is to go to Morenci, Michigan, northeast of here eight miles, then east through Lyons, Metamora, Sylvania, to Toledo. By riding the sidewalk through Sylvania a rider need not dismount the entire trip. I mean, of course, during a period of good roads throughout the section of country.

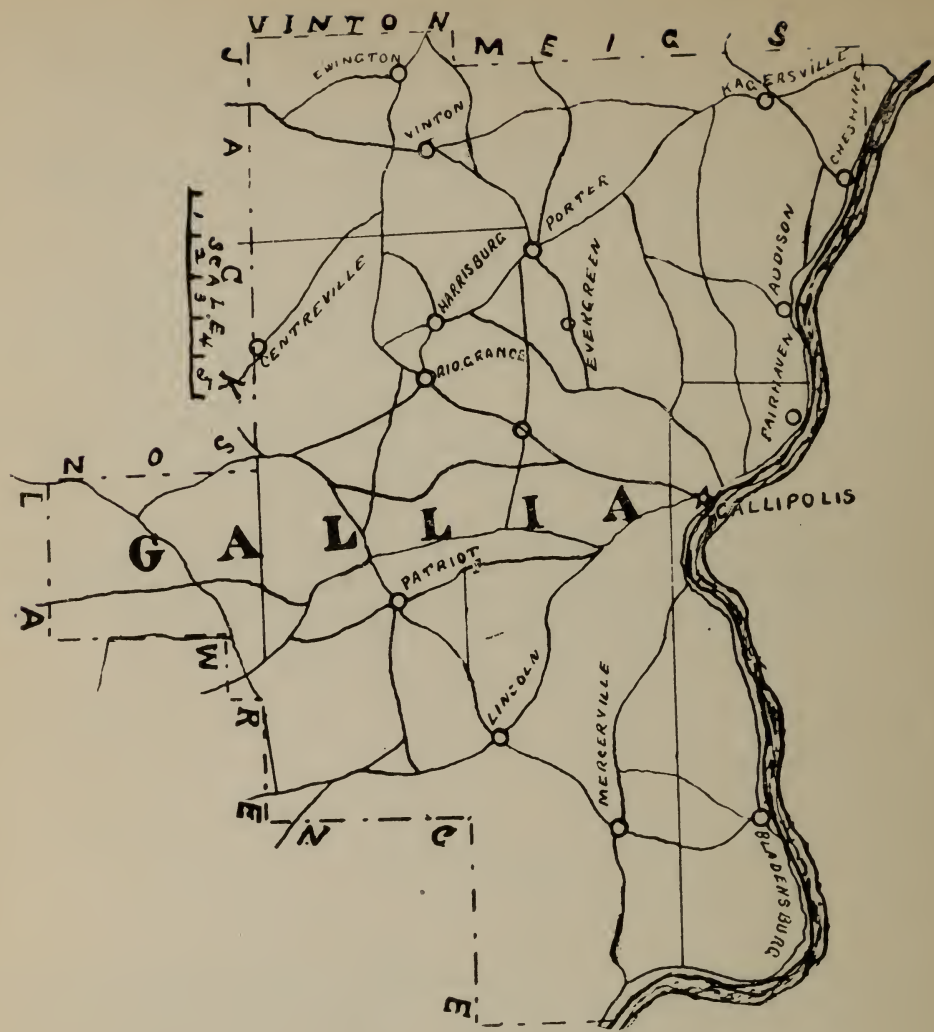
To go west to Pioneer, twelve miles, good roads are found, and it is straight west from one-half mile north of center of town.

No special points of interest about here.

Distance from Fayette to Morenci, eight miles; to Munson, three miles; to Pioneer, twelve miles; to Montpelier, twenty-two miles; to Waldron, nine miles; to Hudson, fifteen miles; to West Unity, twelve miles; to Stryker, fifteen miles; to Archbold, twelve miles; to Wauseon, eighteen miles; to Primrose, six miles; to Alvordton, six miles; to Bryan, twenty-two miles; to Kunkle, twelve miles; to Delta, twenty-eight miles; to Lyons, sixteen miles.

GALLIA

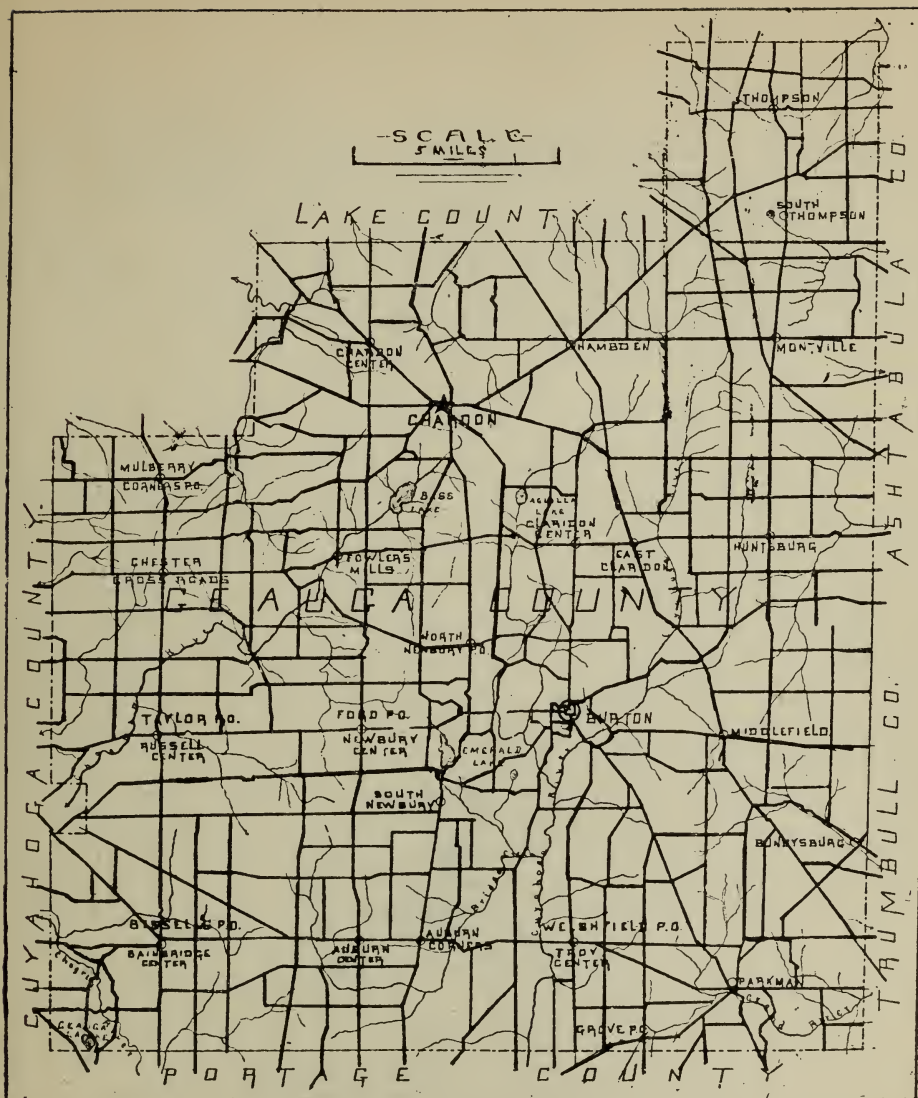
The county has not a turnpike. The roads running along the Ohio River, however, are good all through the summer season, but those running into the interior are hilly and not considered good riding. The county has but a small number of wheelmen. The rail communication is the Columbus, Hocking Valley and Toledo Railroad. Gallipolis is the county seat, a pleasant, cleanly town, on the Ohio River. Wheelmen who visit may be assured of good treatment. The region abounds in scenes of historic interest in connection with the early settlements of Ohio. Here were fought some of the most bloody battles of Indian warfare; here are traces of that prehistoric people, known only by conjecture, called Mound Builders. Though the wheeling through Gallia County may not be very desirable, yet a tourist may be well repaid to place it on his list of routes.



GALLIA

Area, 441 Square Miles ; Population, 27,005.

Is on the Ohio River, the seventh county from the Indiana line. The population of the principal localities is: Gallipolis, 4,498; Chambersburg, 192; Crown City, 235; Vinton, 318; Centerville, 215.



GEAUGA

Area, 400 Square Miles; Population, 13,489.

Is in the northeastern part of the State. The population of the principal localities is: Burton, 633; Chardon, 1,084.

GEAUGA

In regard to the roads, Mr. L. H. Norton, of Aurora Station, Portage County, says :

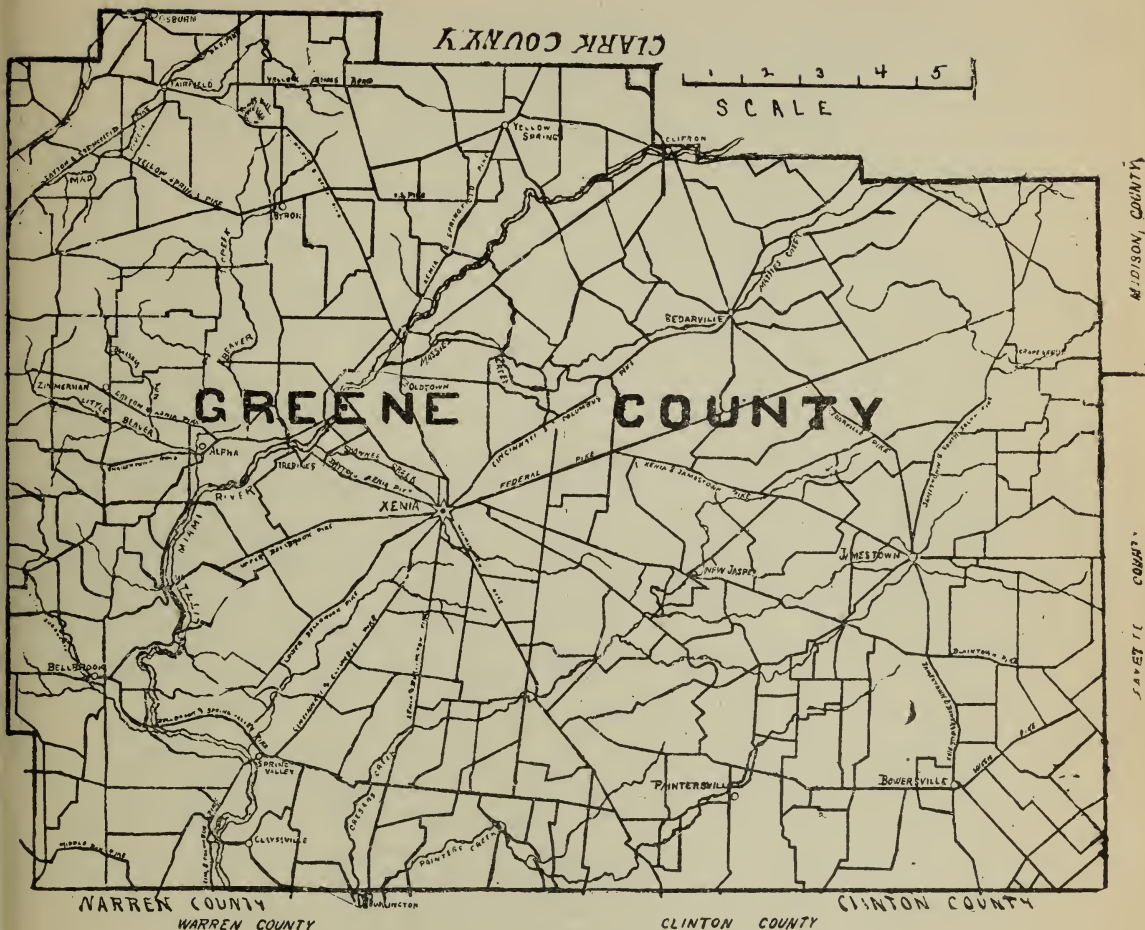
The roads mainly traveled by wheelmen in this section are the Chillicothe Road—and from Kent, Portage County, it is sandy to Aurora, Portage County, and clay through Aurora to Bainbridge, Geauga County ; then a clay loam and sandy to the lake. A very good road, generally—some hilly.

The road from Mantua to Cleveland is a very good road, generally clay ; a good road to ride in dry weather.

From Geauga Lake to Cleveland is very good—planked from Randall to Cleveland.

These are about the only roads used by wheelmen in this vicinity.





GREENE

Area, 416 Square Miles; Population, 29,820. •

Is in the southwestern part of the State. The population of the principal localities is: Fairfield, 310; Osborn, 713; Cedarville, 1,355; Clifton, 270; Yellow Springs, 1,375; Jamestown, 1,104; Spring Valley, 538; Bellbrook, 350; Xenia, 7,301.

In regard to the roads, etc., Mr. S. D. Kingsbury, of Xenia, writes:

All the roads in this county (with one exception) are gravel, and are kept in good condition. Our roads compare favorably with any in the State. Xenia is the largest city, and also county seat. The principal roads are:

Columbus Pike: To Columbus from Court House, two blocks north to Church Street, then east on Church Street two blocks, take pike that bears to left, pass through Cedarville (eight miles), Selma (thirteen miles), South Charleston (eighteen miles), London (thirty miles), thence to Columbus (fifty-two miles). The pike from Xenia to Selma is hilly, and should be taken only in wet weather. In fair weather take the Federal Pike. Starting from Court House, ride north on Main Street to forks of road, bear to left and follow the pike thirteen miles to where another road crosses, turn directly to left, and three miles further into Selma; at Selma take the Xenia and Columbus Pike. Tourists coming from Columbus should remember this road (Federal Pike), as it is perfectly level and free from hills.

To Jamestown and Washington C. H.: Turn to right three miles from city. The road is good in fair weather, but poor in wet weather to Jamestown (ten miles). From Jamestown to Washington C. H. (thirty miles) the road is good.

Xenia to Springfield via Springfield Pike: Due north from Court House to Old Town (three miles), thence to Goe's Station (five miles), thence to Yellow Springs (ten miles), thence to Springfield (twenty miles). Road always good, with only a few hills.

Xenia to Dayton via Dayton Pike: To Alpha (five miles); from Alpha take the Shakertown Pike, passing through Shakertown to Dayton (sixteen miles). Always take this road, and don't believe farmers when they tell you to take Dayton Pike from Alpha.

Xenia to Lebanon via Xenia and Cincinnati Pike: From Court House west on Main Street to West Street, south on West Street one block, take pike running south of West Street to Spring Valley (six miles), Mount Holly (nine miles), Waynesville (fourteen miles), Lebanon (twenty-four miles). The pike always in good condition.

Xenia to New Burlington, Clinton County: From Court House south on New Burlington Pike to New Burlington (eight miles). Road always good and smooth. This is the road to take in going to Hillsborough.

Xenia to Wilmington: South from Court House to Little Miami Railroad Depot; turn left on Valley Pike, macadamized, to forks of road (one mile); then turn to right on Xenia and Wilmington Pike to Lumberton (ten miles); thence to Wilmington (twenty miles). From Xenia to Lumberton, after leaving Ohio Soldiers and Sailors Orphans' Home, roads are poor but last ten miles always good. Visitors should always stop and take a spin over the grounds of the Ohio Soldiers and Sailors Orphans' Home, located three-fourths of a mile from Xenia. Drives are always in fine condition.

Every road described is passable in all kinds of weather, and the few hills can always be ridden.

All distances are given from Xenia, and not from one village to another.

Mr. Will G. Rice, of Yellow Springs, adds:

The road most traveled in this vicinity is the one running from Springfield to Xenia via Yellow Springs, being a nearly north and south direction. An excellent road, partly rolling country, partly hilly; hills not difficult. Nine miles from Springfield to Yellow Springs; nine miles from Yellow Springs to Xenia.

Dayton Pike, running west from Yellow Springs to Dayton, sixteen miles; passing through Byron, five miles from Yellow Springs. Hilly country. Good road, but not as fine as the Springfield and Xenia Pike. Dayton Pike is considerably traveled by tourists.

Fairfield Pike, running west nearly parallel with Dayton Pike. Pretty fair road; rather hilly. Fairfield, eight miles; Dayton, eighteen miles.

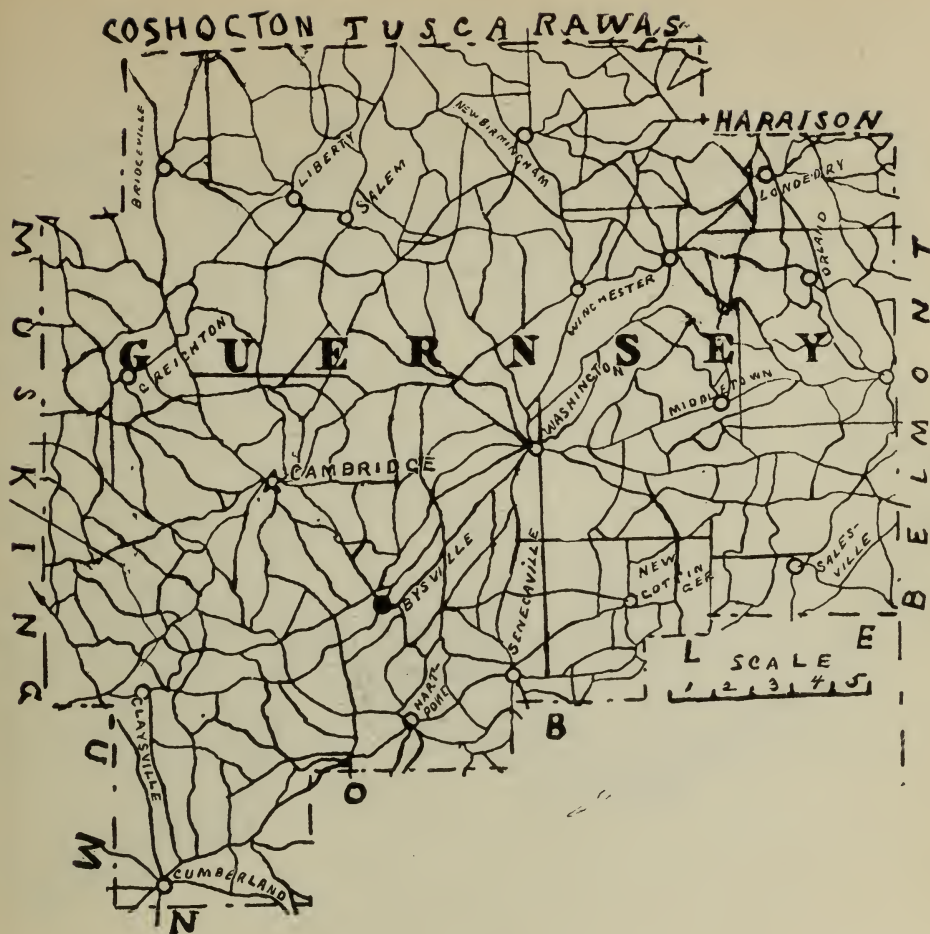
These are the principal roads of this vicinity. Our roads are nearly all good hereabouts. Pikes are all graveled. No macadam roads.

The Springfield and Xenia Pike and the Dayton Pike are the two principally used by tourists passing through Yellow Springs, either to the principal cities of this State or to other States.

As to points of interest, we have at Yellow Springs the famous Neff House Park, with its famous spring, from which our town derives its name; also, beautiful glens, cliffs, and picnic grounds. Three and one-half miles east of Yellow Springs we have Clifton, where there is another very romantic and delightful resort for picnics. In fact, the scenery all along the Miami River, from Clifton to Yellow Springs, is very fine. There are many excellent places for camping-parties.

At Enon, on the Springfield and Dayton Pike, six miles northeast of Yellow Springs, there is a large pre-historic or Indian mound about forty feet high; can be seen at a distance of two miles in some directions.

Mr. Robert G. Fay, of Goe's Station, indorses the foregoing.



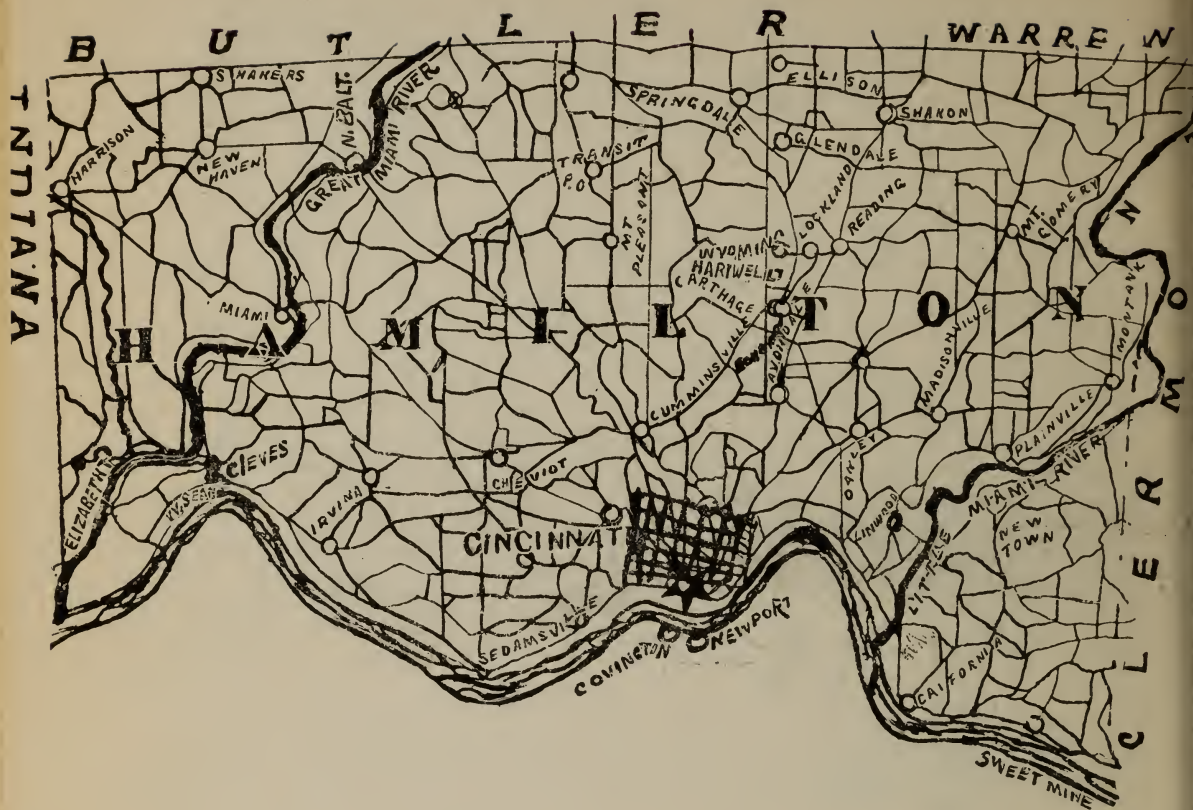
GUERNSEY

Area, 517 Square Miles; Population, 28,641.

Is in the southeastern part of the State. The population of the principal localities is: Cambridge, 4,631; Byesville, 789; Kimbolton, 261; Quaker Village, 845; Salesville, 296; Fairview, 322; Senecaville, 461; Cumberland, 601; Washington, 546.

In regard to the roads, etc., Mr. O. M. Hoge, of Cambridge, says:

The National Pike is the route usually traveled by wheelmen, it being on a direct line between Baltimore and Indianapolis. Its roadbed is small limestone; grades hilly generally, and in summer time road just fair. Towns of importance on pike—Cambridge, Washington, Fairview. All other roads in the county are dirt, and during the summer can be traveled by wheelmen. Tourists coming through Guernsey should always come via National Pike. Quite a number pass through our county, and invariably over the route named above. The pike is the main street of our city, and is known as Wheeling Avenue, and tourists coming to Cambridge from east or west will follow the straight road, which leads past the public square, court house, depots, and post office.



HAMILTON

Area, 400 Square Miles; Population, 374,573.

Is in the southwestern corner of the State. The population of the principal localities is: Newton, 552; Cincinnati, 296,908; Madisonville, 2,214; Pleasant Ridge, 1,027; Delhi, 531; Fernbank, 367; Home City, 797; Riverside, 2,169; Westwood, 1,050; Harrison, 2,010; Cleves, 1,227; Sekitan, 723; Avondale, 4,474; Carthage, 2,074; St. Bernard, 1,779; West Norwood, 612; Linwood, 1,291; Arlington Heights, 222; Glendale, 1,444; Hartwell, 1,507; Lockland, 2,474; Wyoming, 1,454; Sharon, 713.

The roads in this county are principally macadam, with some gravel. The surface is very undulating indeed. The roads abound in hills varying in length from one mile to two miles and a half, and rising, in that distance, a perpendicular height of three hundred feet.

Owing to the heavy traffic the roads are not as good in the immediate vicinity of Cincinnati as they are in other parts of the county.

Tourists going to points in Kentucky generally take the evening boat for Maysville, Kentucky, from which point to Lexington, Kentucky, there is a macadamized road which has few equals in the country.

For a more detailed description of the roads radiating from Cincinnati, the reader is referred to the Appendix.

As to scenery, there are few counties in the State having more romantic scenery than is to be found within a radius of fifteen miles of Cincinnati.

Near Venice is a never-failing spring of clear, cold water, at which the tourist should not fail to quench his thirst and also pay a tribute to the memory of the young lady at whose dying request this spring was placed in its present condition.

At that quiet little hamlet, Miami, the wheelman may get a dinner at the Chambers House of such excellence and so well served that he will involuntarily offer a prayer that the hostess may be spared for many a day to gladden the hearts of wheelmen.

On the road leading to Newtown may be seen one of those mysterious Indian mounds.

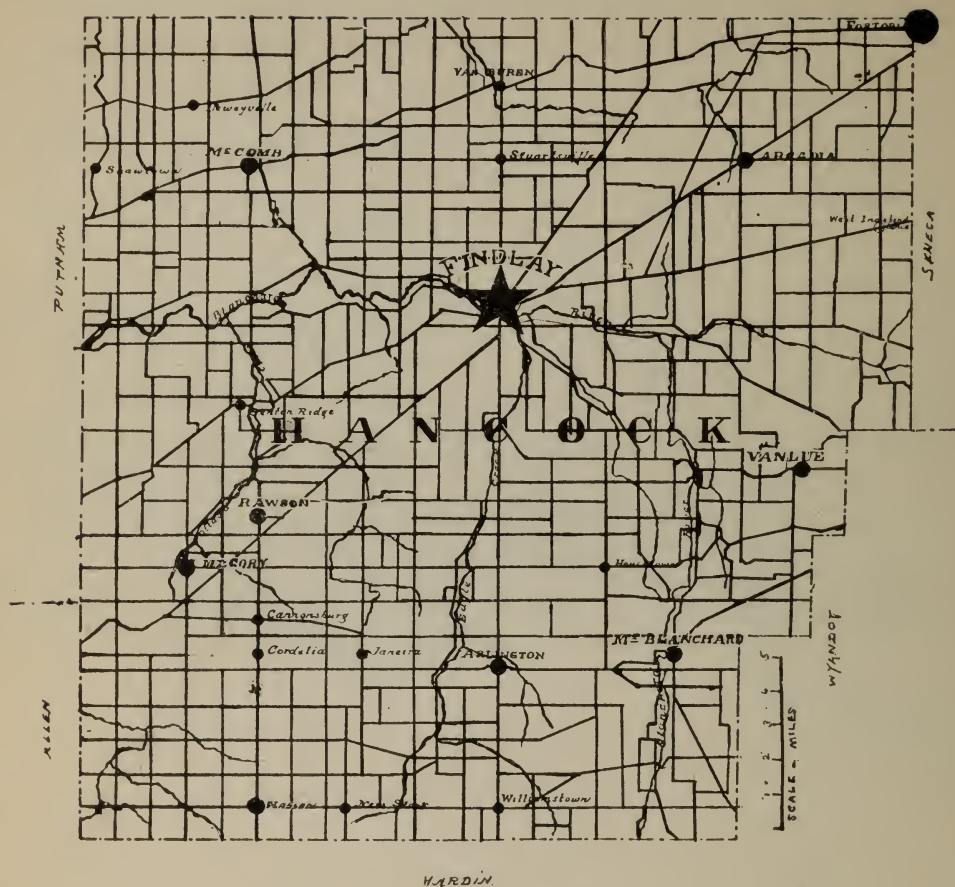
On the Muddy Creek Road, four and one-half miles beyond the second or double toll gate (see Route 2 in Appendix), is Kuehn's Mill, built in 1784, and still standing. The creek at this point makes a circuit of fully one mile and returns to within a stone's throw of the starting point, having fallen sixty feet in that distance. The hills surrounding this basin are very precipitous indeed, and the scenery grand. In returning the rider may take the road leading up the "Devil's Back Bone," and turn to the left on reaching the pike.

Immediately around Cincinnati are the suburbs of Clifton, Avondale, and Walnut Hills, where may be seen the residences of the local nabobs.

Then in the city proper there is much to interest the visitor who seeks something better than mere sensual enjoyment. There are the five bridges crossing the Ohio River, marvels of lightness and strength; the Art Museum, in Eden Park, with its extensive art treasures; then the free out-door concerts in Burnet Woods Park, on Saturday afternoons, and Eden Park, on Sunday afternoons, by a band of our best musicians; then there is Spring Grove Cemetery, over six hundred acres in extent, a triumph of landscape gardening and replete with evidences of the sculptor's art in stone and bronze; the Zoological Gardens, with their large number of rare and curious animals; then the inclined planes, which save the indolent wheelman a long and tiresome climb; the viaducts, the Tyler-Davidson Fountain, the Garfield Monument, to say nothing of libraries, public buildings, and scientific societies, the mammoth Music Hall with its wonderful organ, and a thousand and one other attractions which lack of space forbids mention.



WOOD



HARDIN

HANCOCK

Area, 522 Square Miles; Population, 42,563.

Is in the northwestern part of the State. The population of the principal localities is: Van Buren, 268; Vanlue, 352; Benton Ridge, 250; Mt. Blanchard, 421; Findlay, 18,553; McComb, 1,030; Mt. Cory, 334; Rawson, 458; Arcadia, 490; Fostoria, 7,070.

In regard to the roads, etc., Mr. Chas. Van Tyne, of Findlay, writes:

Findlay, the county seat, is the greatest natural-gas town in the world, and oil is found in the greater part of the county. It is becoming quite a manufacturing town. The most interesting industry is the manufacture of glass. If the tourist has not seen one of these factories he should ask one of the local wheelmen to show him around. A trip to the oil fields will be doubly interesting if he should see the shooting of an oil well.

The roads throughout the county are fair. No hills worth mentioning. Findlay has a few miles of brick paving, which is being rapidly extended. The wheelman will find the best of accommodations at the "Marvin," which, by the way, is opposite the finest court house in the State, and in the following directions the tourist is supposed to start from said court house. Main Street, the principal business street, is known as the Bellefontaine and Perrysburg Road, runs direct north and south, and is the direct road from Toledo to Springfield and the south.

Going south: Main Street, Arlington, ten miles; Williamstown, fourteen; Dunkirk, seventeen; Kenton, twenty-seven from Findlay. About eight miles of this road is raw, but we are now circulating petitions for improving it. The remainder is piked, and is a fine road. From Kenton good gravel or macadam roads extend in every direction.

Going north: Main Street, Stuartsville, five miles; Van Buren, seven; Portage, nineteen; Bowling Green, twenty-three; Perrysburg, thirty-six. Cross the river and follow River Road to Toledo, forty-seven miles from Findlay. The road is piked for eight miles north of Findlay, and is then clay and dirt road to Perrysburg, with the exception of a couple of small patches of sand. Immediately after leaving Findlay there is a great oil field on the left of the road, while on the right of the road are found the greatest gas wells in the world. There are oil wells all along this road, and the tourist will also observe immense tanks, having an average capacity of thirty-five thousand barrels, for the storage of oil. We have a tradition that wheels never need oiling when traveling this road; but if the tradition should fail, or your oil can need replenishing, you can help yourself from the ditches along the roadside. The "crude" is also said to be sure cure for corns, sore throat, rheumatism, etc., and you can buy a barrel of it for fifteen cents (prices subject to market changes), and infringe no patents in using it.

From Van Buren: There is a good natural ridge road east to Fostoria, twelve miles. The same natural ridge extends west (but is a better road) to McComb, eight miles (a little jog to the south when half way), and Leipsic, eleven miles further west. If you take the first road north after leaving McComb, and follow for two miles, you come to a ridge road running west to Defiance, about fifty miles from Findlay.

Ottawa and McComb: Go north on Main Street, and turn to the left, or west, just south of Findlay College; this is Howard Street. Follow for six miles, and you pass an oil pumping station and church, and come to high banks along the river. We call this place "Indian Green." The clay road to the right and north takes you to McComb, ten miles from Findlay. If you continue west along the river from Indian Green, after passing one mile of clay road you will have gravel pike to Gilboa, sixteen miles from Findlay, and Ottawa, twenty-three miles from Findlay. A fine route.

Benton Ridge and Columbus Grove: Take street running west just north of the court house (West Main Cross Street). Four miles out there is some sand—considerable in dry weather—but it does not extend far. Benton Ridge, eight and one-half miles; Columbus Grove, twenty-five miles from Findlay. It is thirteen miles from Columbus Grove to Lima.

Lima or Ada: Go south on Main Street until you come to a street-car line that turns to the right or west, and follow same road southwest (Lima Avenue); four miles pike, then dirt road to Bluffton, sixteen miles. You can continue straight through to Lima, thirty-two miles, but we generally prefer to go west from Beaver Dam to Cairo, over a fine gravel pike, and then south to Lima, but this is about three miles farther. About twelve miles from Findlay there is a dirt road running south to Ada; look for road sign. Ada is about twenty-three miles from Findlay.

Tiffin: Go north on Main, and after crossing the bridge take the first street to the right or east (Center Street, which is paved). After crossing the railroad follow the road that angles slightly to the left. Pike for three or four miles, then dirt. West Independence, eleven miles; Tiffin, twenty-five miles from Findlay. Generally best by way of Fostoria, but is four miles farther.

Fostoria: The most direct route is to start same as for Tiffin, but following the road angling to the left just out of town, which is a dirt road but is generally good, to Arcadia, eight miles; Fostoria, fifteen miles from Findlay. You can also take the Tiffin Road to West Independence and turn north. Another route is to go north on Main Street, and, after crossing two railroads, turn to the right or east, and you follow an angling road for eight miles, gravel and dirt, when you strike the ridge road running directly east to Fostoria, sixteen miles from Findlay. You can also go to Van Buren and take the ridge road east, which makes the distance about nineteen miles, and is the best in wet weather.

Carey and Upper Sandusky: South on Main, and take second street running east (Sandusky Street, paved). Three miles out you cross the river and continue east. Road not very good. Carey, sixteen miles.

You will find the local Consul at Van Tyne's Cycle Agency, who will be glad to see you and furnish any additional information.

To this, Mr. James G. Cooper, of McComb, adds :

Hancock County is fairly level, having small raises, few pikes, but east and west roads are good.

There are three ridges running east and west, parallel ; north one, Sand Ridge, is the line of postal telegraph across the State. Is sandy for wheeling, but used. Sugar Ridge is two miles south and begins at Portage Township, extending west to Leipsic, Putnam County—Putnam County part being very fine. Benton Ridge is seven miles south, running across the county ; is too sandy in places to wheel, but passes through fine farming country.

River Road, west from Findlay, passes Infirmary, and skirts the Blanchard River. Indian Green is about seven miles west ; turn there to right to McComb ; if continued past Indian Green, straight road to Ottawa ; is some rolling, but fine wheeling. Passes through oil territory, near Findlay. Oil and gas wells are plenty near Findlay, also Stuartsville and Van Buren.

Best east and west road is River Road ; best north and south road is Main Street of Findlay, north to Van Buren and Bowling Green, Wood County, and Toledo. Most of the roads are natural, having few pikes.

Findlay, the county seat, is a manufacturing city, having rolling mills, seamless tube works, edge tool works, goblet and lantern works, glass factories, chair works, Salem wire nail works, and many other attractions.

McComb to Van Buren, eight miles, gravel and sand road, fair condition ; to Findlay, seven miles, pike, fine condition. Leave McComb via Main Street, cross Nickel Plate Railroad three miles to end of road, turn left one mile to Township House, turn right and follow postal telegraph to Van Buren, turn right at square to Findlay ; a good road.

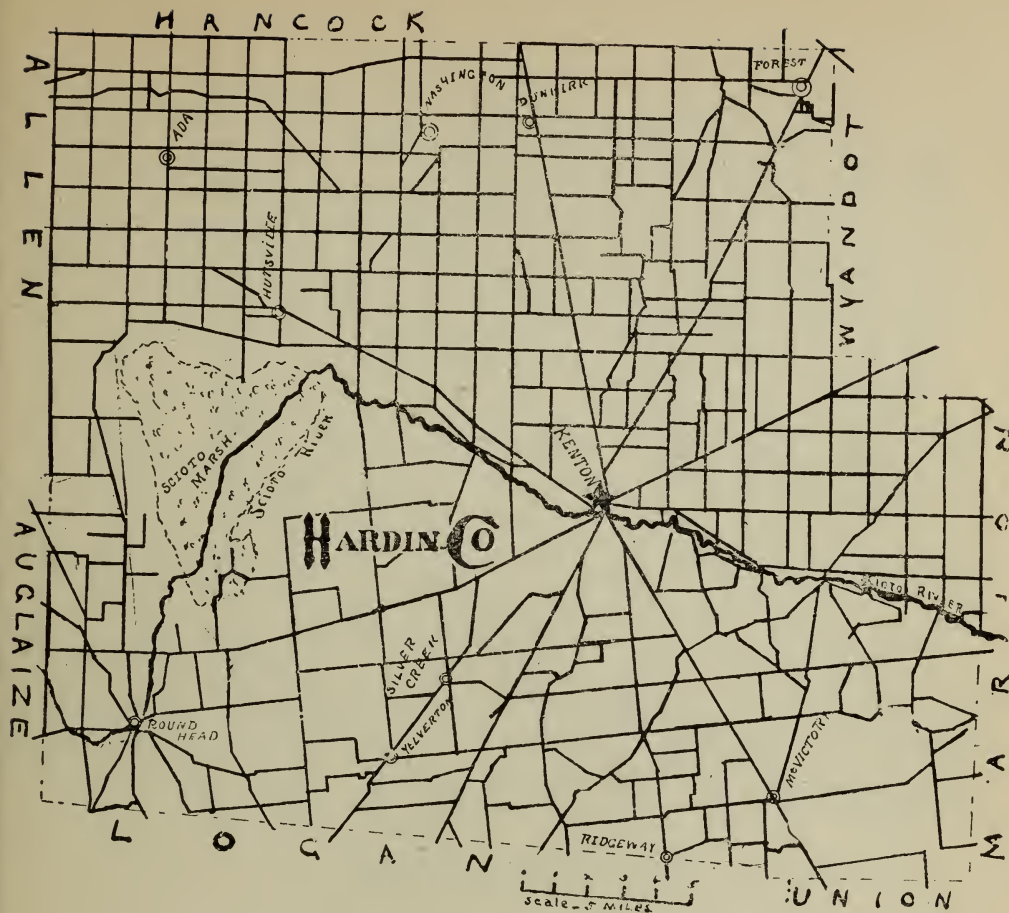
McComb to Findlay, twelve miles, clay and sand road fair condition. Leave McComb via Main Street east, take right fork to end of street edge of town, turn right winding road to River Road, at Indian Green Cemetery turn left to Findlay ; is a fairly good road.

Leipsic to McComb, eleven miles ; natural pike, good condition ; to Van Buren, eight miles, gravel and sand road, fair condition ; to Fostoria, thirteen miles, sand road, fair condition. Leave Leipsic via Main Street, east to McComb ; good road, except when wet or very dry. Leave McComb via Main Street east, taking left fork at railroad crossing, three miles to end of road, turn left one mile to Township House on Sand Ridge, follow line of postal telegraph to Fostoria ; sandy most of way, but bad only in very dry time. Roads level for most part, no difficult hills.

McComb to Benton Ridge, eight miles, clay road, fair condition ; to Rawson, three miles, clay road, fair condition. Leave McComb, turning left at Ewing & Hull's corner on Main Street, south one mile to end of road, turn left one-eighth mile, turn right on first road about one mile to end of road, turn right and just around bend turn left, following pike across river bridge to Benton Ridge Road, turn right one-eighth mile to Benton Ridge or continue to Rawson. This road is winding, mostly clay, but has a few miles of good pike.

Ottawa, gravel and clay road, good condition ; to Gilboa, eight miles, pike and clay, fine condition ; to McComb, eleven miles, some sand. Leave Ottawa via Main Street, east straight to Gilboa, level and good running ; turn left east edge Gilboa, fine pike five miles to Sugar Ridge Road, turn right to McComb. This road is good except small stretch of sand. Ottawa and Gilboa are in Putnam County.





HARDIN

Area, 425 Square Miles; Population, 28,939.

Is northwest of the center of the State. The population of the principal localities is: Dunkirk, 1,220; Mt. Victory, 689; Ridgeway, 321; Forest, 1,126; Patterson, 247; Kenton, 5,557; Ada, 2,079.

In regard to the roads, etc., Mr. W. H. Morrow, of Ada, writes:

Ada to Lima, seventeen miles: Two stone pikes, one north the other south of railroad. Both good going from Kenton to Lima, thirty-four miles. Leave Ada one mile to the north, and turn west at brick school house, thence seven miles to gravel pike, turn south two miles to gravel pike, then west into Lima, seven and one-half miles. Country level, and all stone or gravel pikes.

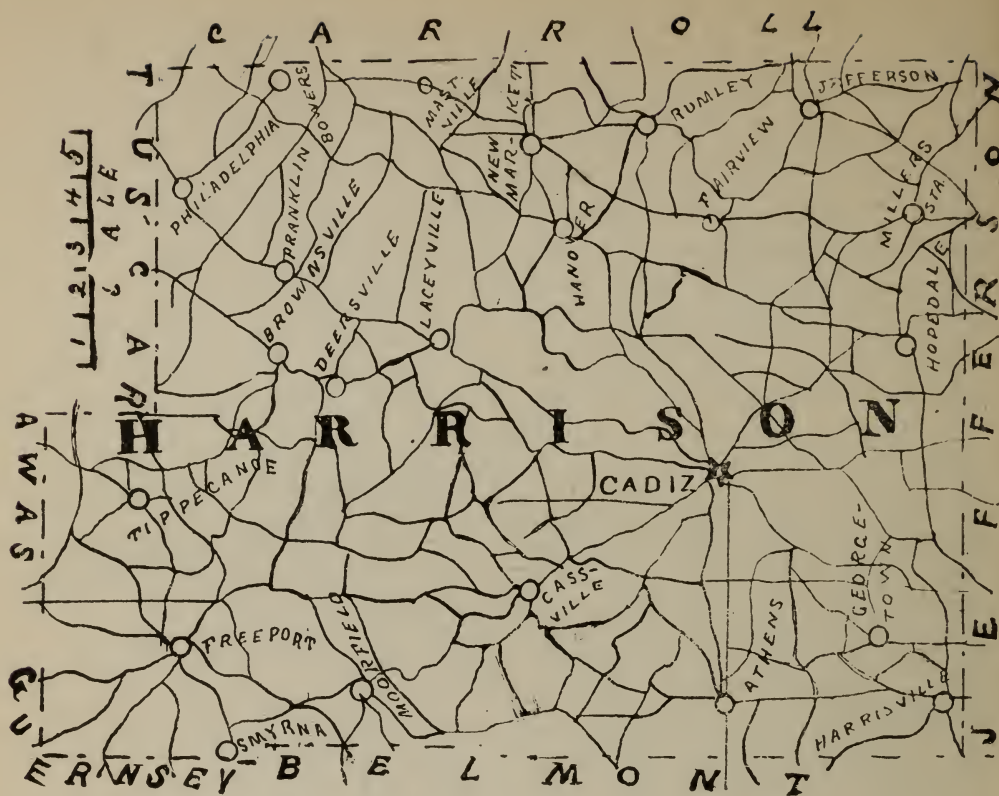
Ada north to Bluffton, twelve miles: Level, about six miles stone pike and six miles clay.

Ada to Findlay, twenty-eight miles: North, six miles stone pike, the remainder clay. Country level, and roads good through summer season.

Ada south to Bellefontaine, thirty miles: To Roundhead, sixteen miles; to Huntsville, eight miles; to Bellefontaine, six miles. Good gravel pike all the way. The last six miles are quite hilly.

Ada has from 1,000 to 1,200 students in attendance the year round, the Ohio Normal University being located in this city.

From Ada north or west not many pikes, but south or east gravel pikes—the tourist's delight.



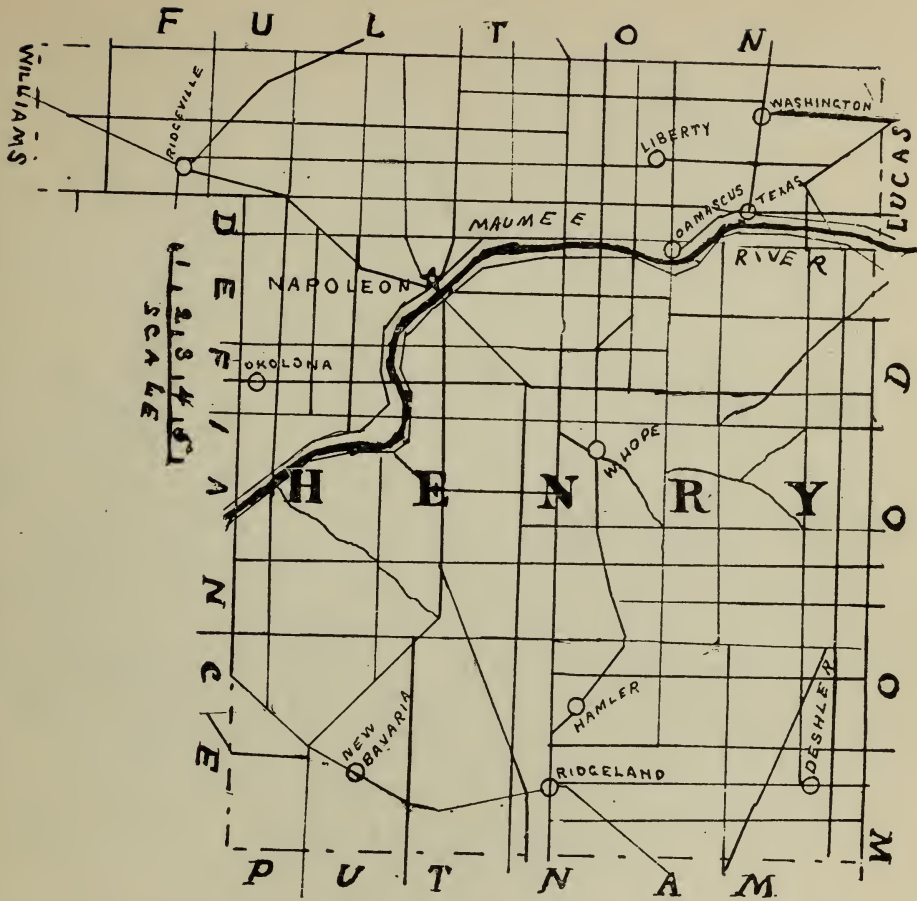
HARRISON

Area, 405 Square Miles; Population, 20,830.

Is in the eastern part of the State, and is separated from the Ohio River by Jefferson County. The population of the principal localities is: New Athens, 420; Cadiz, 1,716; Freeport, 672; Hopedale, 424; Scio, 616; Harrisville, 252.

Mr. E. S. McFadden, of New Athens, says:

The roads here are rolling, and as a rule good riding during the summer season. A pike runs from Cadiz, through Harrisville, to Bridgeport, Belmont County. A pike runs from Cadiz, through New Athens, to St. Clairsville, on the National Pike, in Belmont County. A good dirt road runs from Cadiz to New Athens, and a medium dirt road from there to Morristown on the National Pike, in Belmont County. Two good dirt roads, one from Cadiz and the other from New Athens, run to Moorefield. A good dirt road runs from New Athens, through Harrisville, to Mt. Pleasant, in Jefferson County, and from there a pike runs to Martin's Ferry, in Belmont County. A dirt road, which is medium to Hopedale and good beyond, runs to Steubenville from Cadiz. A good dirt road runs from Cadiz, through Scio to Carrollton, in Carroll County. A medium dirt road connects Scio with Hopedale. A good dirt road runs from Cadiz, through Deersville to Uhrichsville, in Tuscarawas County. A medium dirt road connects Deersville with Moorefield.

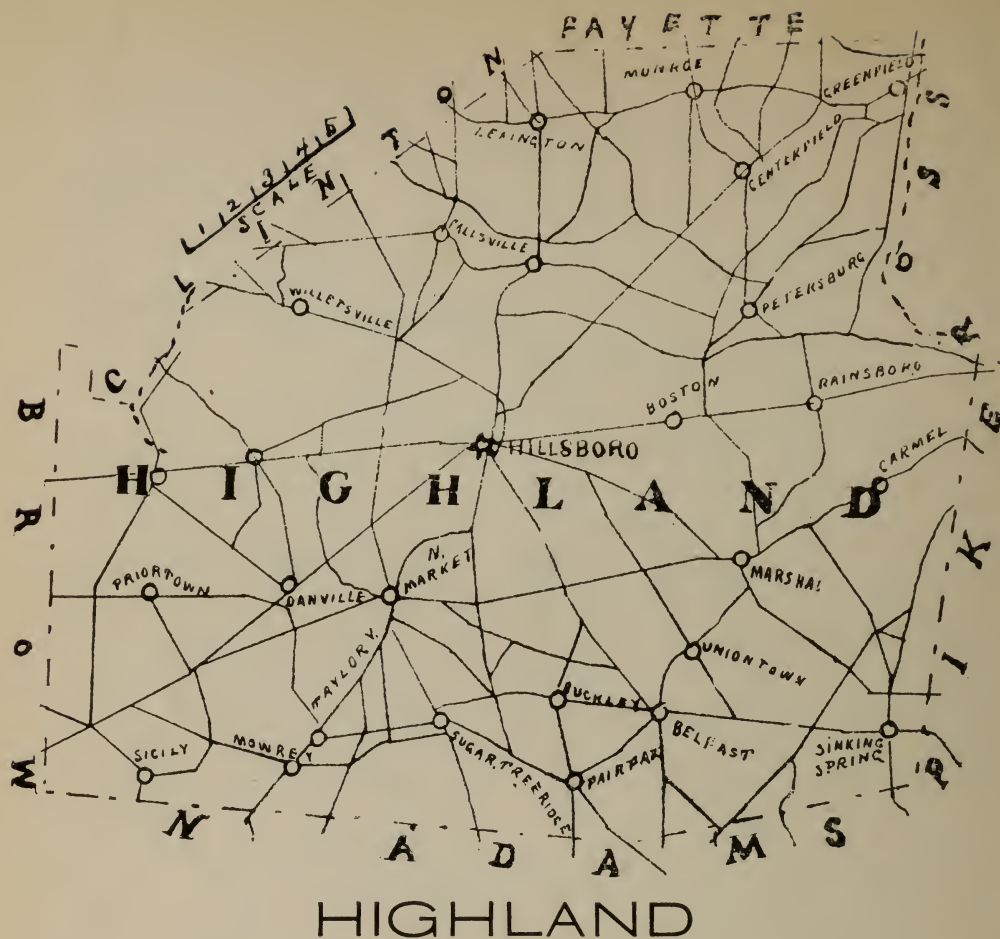


HENRY

Area, 420 Square Miles; Population, 25,080.

Is in the northwestern part of the State. The population of the principal localities is: Deshler, 1,114; McClure, 332; Florida, 288; Liberty Center, 500; Hamlet, 556; Napoleon, 2,764; Holgate, 1,134.

The roads of this county are good in the summer season. The road east from Napoleon to Grand Rapids (twelve miles), good clay, few hills, west side of river; thence north to Toledo; west from Napoleon to Defiance (fifteen miles), good clay roads, few hills. Keep northwest side of river.



HIGHLAND

Area, 527 Square Miles; Population, 29,048.

Is in the southwestern portion of the State. The population of the principal localities is: Lynchburg, 763; Leesburg, 617; New Lexington, 210; Hillsboro, 3,620; Greenfield, 2,460; New Petersburg, 232; Sinking Spring, 200.

In regard to the roads, etc., in this county, Mr. J. Frank Pugsley, of Sinking Spring, writes:

Highland County is traversed by pikes in nearly all directions. Most of them have a gravel surface, and are ridable at all times during the season, even after hard rains. Good pikes lead from Hillsboro, the county seat, to the county seats of all surrounding counties.

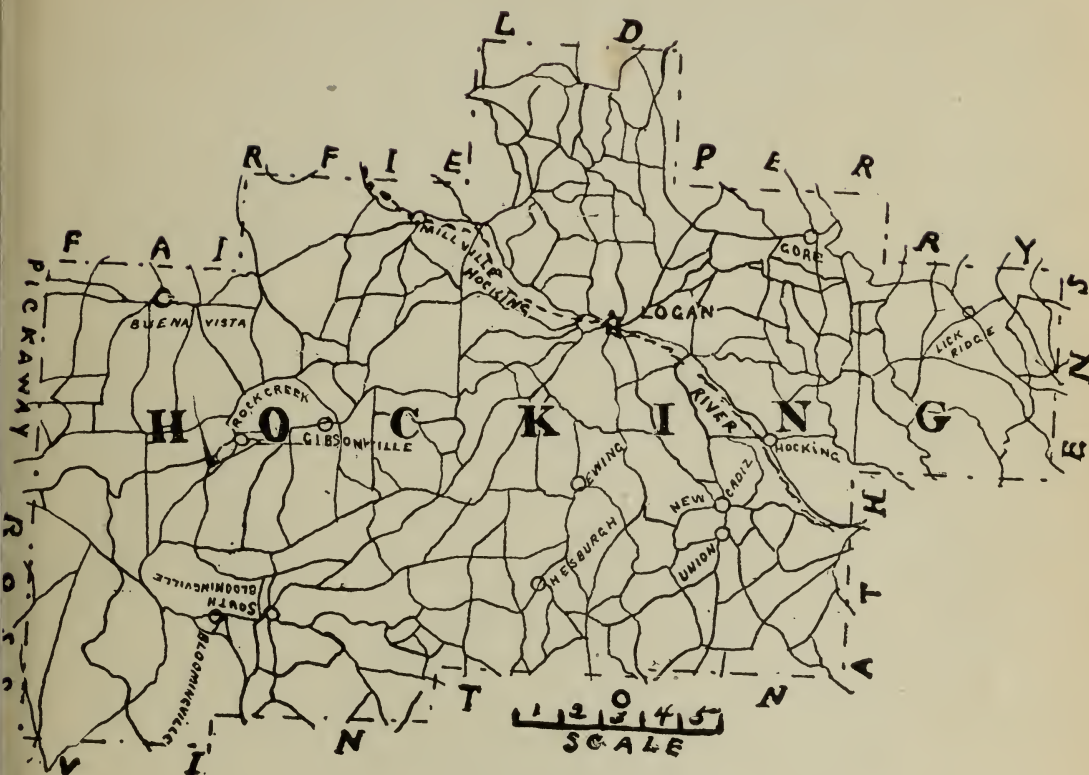
There is a great deal of fine scenery in the southern portion of the county, and visiting wheelmen always express themselves as well paid for the trip. The noted Serpent Mound, in Adams County, is eighteen miles from Hillsboro, on Belfast Pike. Fort Hill, one of the most interesting works of the Mound Builders, is two miles north of Sinking Spring. There is a good pike from Hillsboro to Sinking Spring via Marshall. Rocky Fork Caves are nineteen miles east of Hillsboro, on Bainbridge and Hillsboro Pike. They are worth seeing.

The best route from Hillsboro to Cincinnati is to Fayetteville, Brown County, and from there to Milford.

Greenfield is in the northeastern part of the county, and has fine pikes in all directions.

The southern portion of the county is hilly, but very few grades in the roads are long.

Adams county has a number of good pikes, and any place in the county is easily reached on a wheel. Pike county has its share of good roads, and some of them are very fine.



HOCKING

Area, 408 Square Miles ; Population, 22,658.

Lies south of the center of the State. The population of the principal localities is: Logan, 3,119; Laurelville, 266.

HOCKING

In regard to the roads, etc., Mr. J. F. Martin, of Logan, writes:

Starting at Logan, we have but two roads that are traveled by wheelmen east and west. The road leading east is called the Nelsonville and Athens Road, and is twenty-four miles from Logan to Athens. Leaving Logan, we have seven miles of beautiful road to Haydenville, a little village of 400 inhabitants. This part is principally gravel, and, with few exceptions, level. From Haydenville to Nelsonville, five miles, the road is fairly level, and through the summer season is good for wheelmen, roadbed being dirt. From Nelsonville to Athens, a distance of twelve miles, the roads are rolling but often traveled by wheelmen, as from them can be seen some of the finest scenery in this part of Ohio. The road leading west is called the Logan and Lancaster Road, and is twenty miles from Logan to Lancaster. Leaving Logan, the first little village is Enterprise, population fifty, distance four miles; road mostly gravel, and level with two exceptions. These two exceptions are the finest "coasts" in this part of the country. From Enterprise to Millville, a village of 200 inhabitants, is four miles, and is considered a good road; roadbed gravel and dirt. From Millville to Sugar Grove, a village of 500 inhabitants, distance five miles, is a good road; level, with gravel and dirt. From Sugar Grove to Lancaster, a distance of seven miles, roads are good; gravel, and are level.

Roads leading north and south are not traveled by wheelmen, as they are very hilly and sandy.

Tourists seldom pass through this county. There are a few points of interest in the county, such as Rock House, Ash Cave and Cedar Falls; but it is difficult to attempt to reach them on a wheel, unless you are a good hill climber.

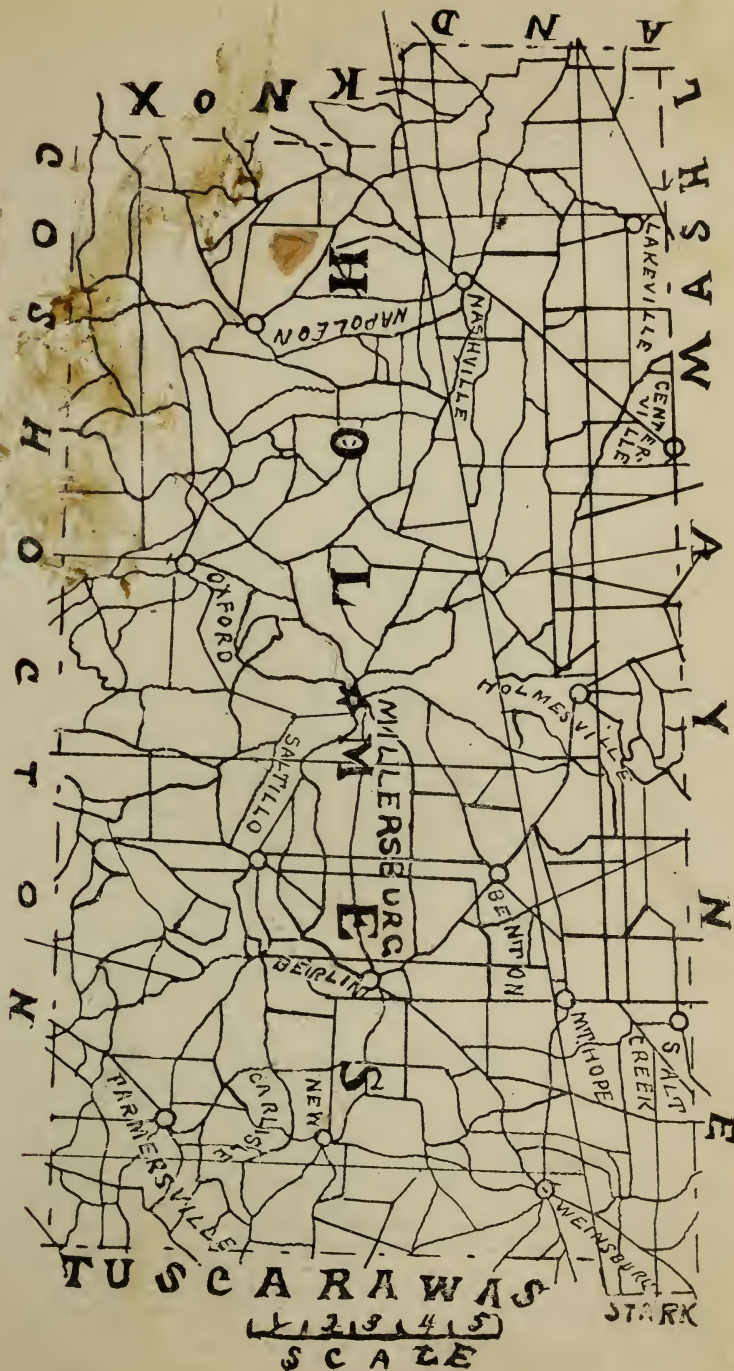
I see no use in describing the bad roads, and will submit this, hoping it will be the means of keeping some poor, unfortunate wheelman out of this "glorified county," and hope by the time the next Hand Book comes out we can give a more glowing description of our county and its roads.

HOLMES

Very picturesque scenery, and very high and numerous hills on every side. The road leading southward from Wooster and Orville via Fredericksburg, Holmesville and Millersburg, and following the Killbuck Valley, is passable and through a beautiful country. The roughness of the country prevents much bicycle riding in any direction except for short distances.

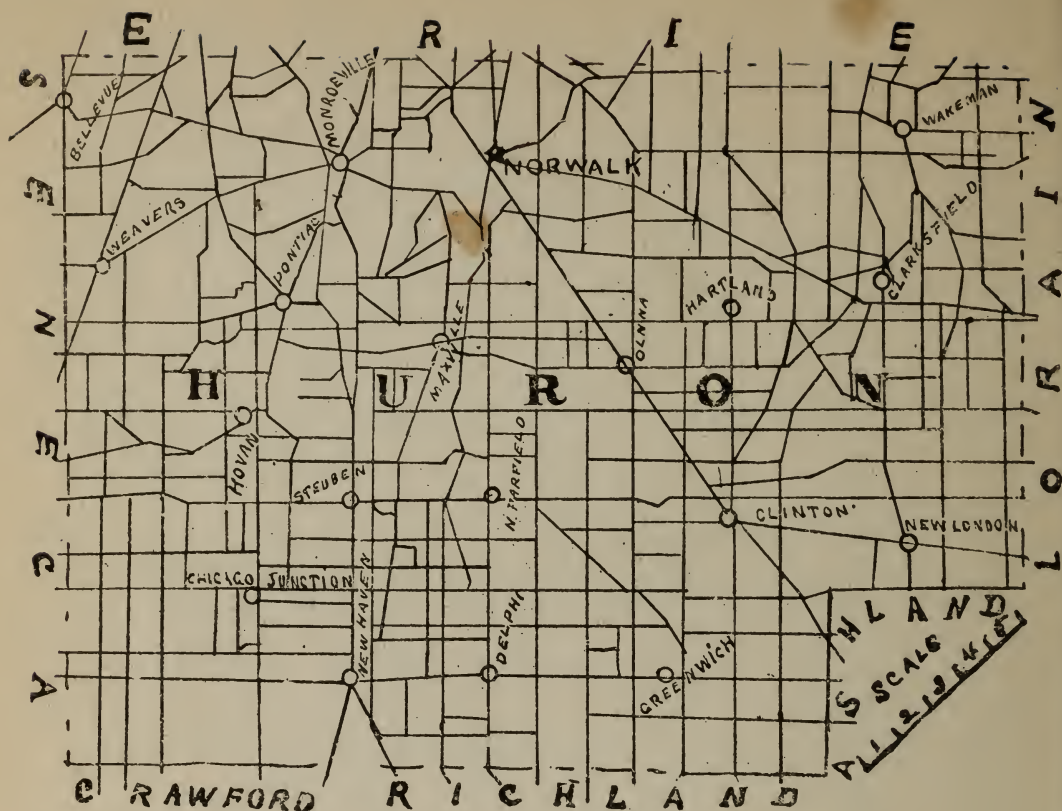


HOLMES



Area, 436 Square Miles; Population, 21,139.

Is northeast of the center of the State. The population of Millersburg is 1,923.



HURON

Area, 480 Square Miles; Population, 31,940.

Is north of the center of the State, and near Lake Erie. The population of the principal localities is: Clinton, 163; Greenwich, 881; Bellevue, 3,052; Chicago Junction, 1,299; Plymouth, 1,133; New London, 1,096; Norwalk, 7,195; Monroeville, 1,500.

In regard to the roads around Norwalk, Mr. F. Colson, of that place, writes:

The road most traveled by wheelmen is main east and west road, as Norwalk is on direct line from Cleveland to Toledo, and midway between those cities. The road leading east is good; soil clay with a trifle sand, and few hills between Norwalk and Cleveland. In going from Norwalk east, one should take East Main Street to Townsend Avenue, and simply follow the main road, which would take you to the south of Wakeman and Oberlin, and bring you into Elyria over a smooth road.

In going west from Norwalk the wheelman has a choice of two roads, both good—the one leading out Washington Street being a little the shorter, but the Main Street run has the preference, as there is brick pavement and good path to city limits, and from about one half mile from city limits clear to Monroeville there is a good, wide path.

All roads leading south, southeast and southwest from Norwalk are good during riding

season. As they are clay, it is not difficult to understand what condition they would be in after a protracted rain. To reach Norwalk from any direction except north and northeast, take regular traveled roads. If one wished to reach Norwalk from Berlin Heights or that vicinity, go to Townsend and take main road west; all other roads are very sandy.

Wheelmen coming from any other direction will have no difficulty in reaching Norwalk.

Mr. F. W. Adams, of Monroeville, adds:

The roads of this vicinity are all dirt roads, and not good except at most favorable times of the year—late in summer and autumn.

Roads out of town: For Sandusky, sixteen miles, start from the depot and go out Ridge Street straight, passing through North Monroeville three miles out. North Monroeville has a good store and a splendid blacksmith shop for repairing. Beyond North Monroeville about five miles is the "Seven-Mile" House, where you may eat and drink. Here you get a stone pike into Sandusky, usually covered with loose cobblestones.

Monroeville to Bellevue, eight miles: Go out Ridge Street, north one-half mile, and turn west at big tree; or go to North Monroeville and turn to the left there. It is two miles farther this way, but the latter road is better at some seasons.

Monroeville to Milan, seven miles: Go out Main Street past town hall, take right fork at octagon-shaped brick house. This road follows the Huron River all the way to Milan. This river is noted for having perfectly round stones in its bed. Only one other river in the world of this kind, and it is in Africa.

Monroeville to Norwalk, five miles: Go through covered bridge, cross railroad tracks, and turn to left. Scorching path all the way, except one-half mile.

Monroeville, south, to Plymouth, twenty-two miles: Go through covered bridge and straight out. Lonely road; no towns.

To go to Tiffin without going through Bellevue, take the Weaver's Corners Road. From town hall go straight out Monroe Street to Weaver's Corners, and from there to Tiffin through Republic. Horrible roads. Think better to go via Bellevue and Clyde.

In going south, avoid Attica and all Seneca County if possible. Seneca County is a wart on the face of nature as regards roads.

JACKSON

In regard to the roads, etc., Dr. J. M. Wallace, of Jackson, says:

As to bicycle roads in old Jackson County, we have none save a few miles of "cindered" roads, leading from the Court House to County Infirmary, two and one-half miles; one to Buffalo Skull, four miles; out the Portsmouth Road, seven miles; out the Jackson Furnace Road, one mile.

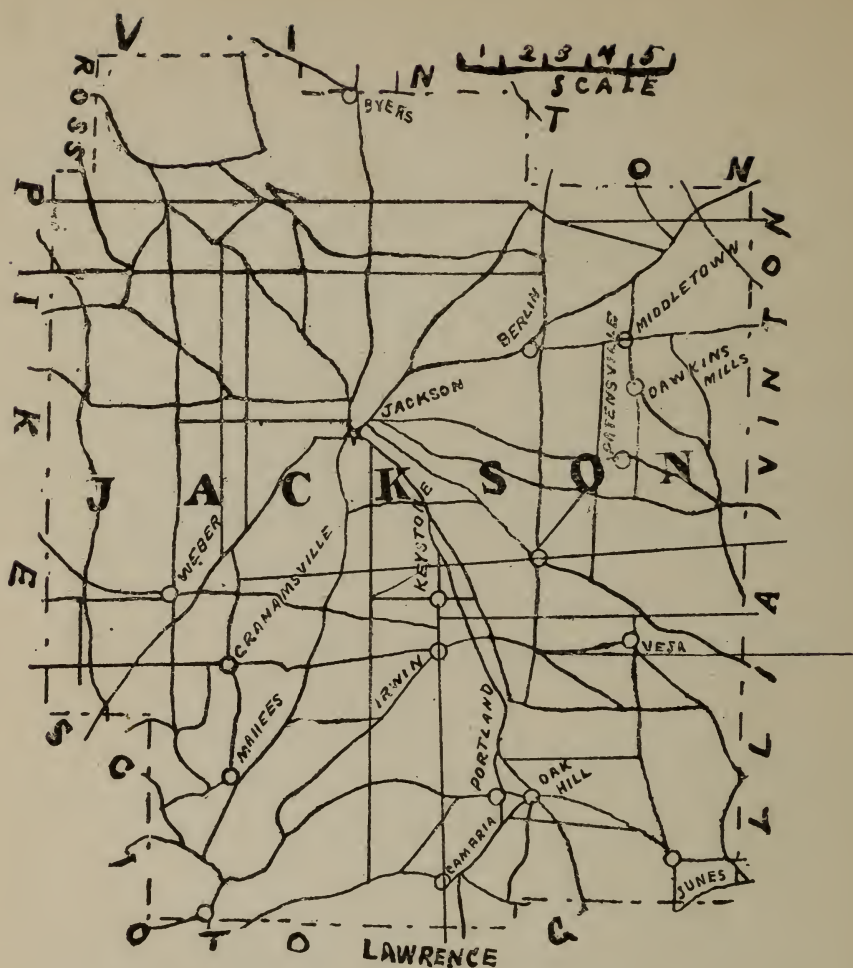
All other roads in the county are mud, viz: Jackson C. H. to Hamden by way of Petrea, Berlin Cross Roads and Wellston, known as the Athens National Road. Jackson to Hamden, by Wheldon, Coalton, Glen Roy, Franklin Mines and Wellston. From Coalton to Byer Station, Raysville and Allensville. To Chillicothe by way of Canter's Cave, Savageville and Richmondale. To Sharonville by Limerick and Hillsdale. To Waverly by Beavertown; mud to Beavertown, pike from there to Waverly. To California by Cove Station, Whitman or Petersburg; Jackson Furnace Road, all mud, except one mile out cindered. To Four Mile, mud except two miles out cindered. To Oak Hill, mud from County Infirmary. To Oak Hill by Keystone Station, Camba, Vaughn's Station and Cross Roads, mud except two miles out cindered. To Gallipolis (the old Chillicothe and Gallipolis National Road) by Winchester, Vega, Centerville, Rio Grande, Harrisburg and Raccoon. To Vinton by Vaughn's settlement, Keystone Furnace and Willow Hollow. To Wilksville by McGhee's, Buckeye Furnace and Hank's Station. To Ratcliffe Station by Berlin Cross Roads, Middletown, the Home of the Prohibitionists, Coal Run and Hartley's Mills.

All roads in this county are rough and hilly, and very seldom worked except as they get impassable for "hayseeders."

To avoid mud from Jackson to Wellston, wheelmen having pneumatic tires can take the Ohio Southern Railroad via Wheldon, Coalton, Glen Roy and Franklin Mines. The roadbed is ballasted with coal slack.

There is no ordinance prohibiting wheelmen from running on pavements in any town in this county.

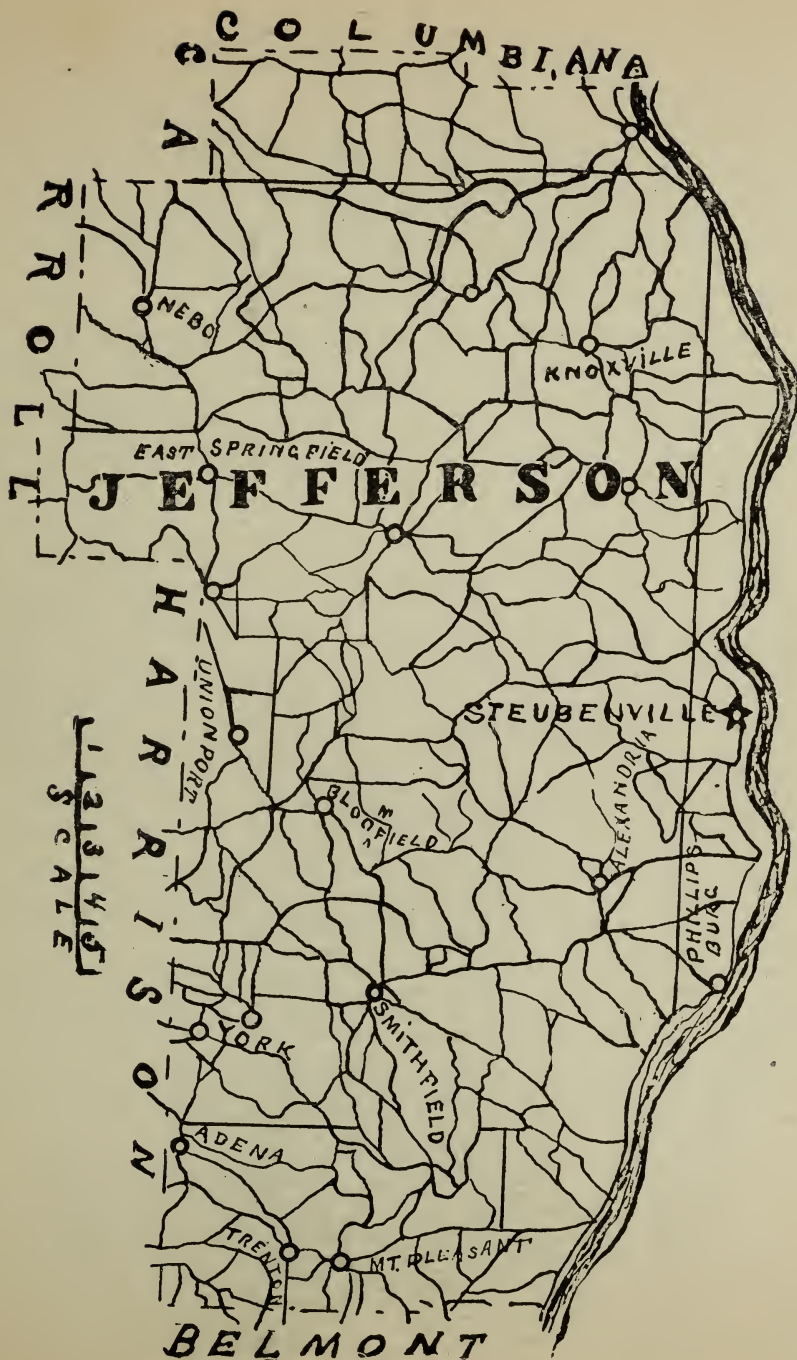
Tourists seldom make the second trip through this county. Points of greatest interest to wheelmen are, first, the wretched condition of the roads; next, coal works, furnaces, Indian fort, Buzzard Rocks, Canter's Cave,



JACKSON

Area, 392 Square Miles ; Population, 28,408.

Is in the southern portion of the State, and is separated from the Ohio River by Gallia, Lawrence and Scioto Counties. The population of the principal localities is: Coalton, 1,459; Oak Hill, 657; Jackson, 4,320; Wellston (three miles north of Berlin), 4,337.



JEFFERSON

Area, 435 Square Miles; Population, 39,415.

Is on the Ohio River, the second county below the Pennsylvania line. The population of the principal localities is: New Alexandria, 122; Empire, 441; Mt. Pleasant, 644; East Springfield, 197; Richmond, 444; Irondale, 694; Smithfield, 639; Steubenville, 15,852; Bloomfield, 173; Brilliant, 944.

In regard to the roads, etc., Mr. S. B. Griffith says:*

The principal road of the county is the one going west, known as the Old Plank Road, but is now piked. To take this road for Canton, fifty-eight miles, leave Steubenville by West Market Street, going up town hill through Jacksonville, one mile from Court House, to Wintersville, five miles. One-half mile west of Wintersville take the right-hand fork to Richmond eleven and one-half miles, to East Springfield sixteen and one-half miles, to Amsterdam twenty-one miles, to Harlem Springs twenty-seven miles, to Carrollton thirty-two miles, to Canton fifty-eight miles. This road is mostly hilly. From Steubenville to Richmond it is piked, and will be to Springfield by next summer; the rest of the road is mostly clay, only at the foot of some of the hills in Carroll County it is sandy. This is a nice day's ride, and lovely scenery, especially near the river. It is equal to many mountain scenes.

From Steubenville to Mt. Pleasant, twenty-one miles: Leave Steubenville by South Third Street, go down the river to Mingo three miles, to George's Run, about a mile farther down the river; turn to the right up George's Run to Alexandria eight and one-half miles, to Smithfield sixteen miles, to Mt. Pleasant twenty-one miles. The road is now pike to Alexandria, and by next summer will be to Mt. Pleasant. The road from Steubenville to within about a mile of Alexandria is from level to rolling, remainder hilly.

From Steubenville to Portland, fourteen miles: Leave Steubenville by South Third Street, down the river to Mingo three miles, to Brilliant seven miles, to Rush Run eleven miles, to Portland fourteen miles. This road is now piked to George's Run, and will be for about three miles below Brilliant by next summer. It is from level to rolling, and is only fair riding where not piked.

Steubenville to Wellsville by River Road, twenty miles: This road can be taken by going north on Third, Fourth, Sixth or Seventh Streets to Allakana two miles; take right-hand road here and follow the river to Brown's six miles, to Toronto nine miles, to Empire eleven miles, to Wellsville twenty miles. This road will be piked almost to Brown's next summer; the rest of the road is clay. It is only fair riding. There are several hills on this road, but most of it is from level to rolling.

Steubenville to Hammondsville, eighteen miles: Go up the river to Allakana two miles, same as going to Wellsville; take center road at Allakana to Pekin seven miles, to Knoxville twelve miles, to Hammondsville eighteen miles. Wellsville is four or five miles from Hammondsville. This road is now piked to Pekin, and next summer will be about three miles farther to the Island Creek Church; the rest of the road is clay. This road is almost all hilly.

These are the principal roads of Jefferson County, but there are numerous other roads, quite a number of which are or will be piked by next summer. When completed there will be about sixty-eight miles of pike, and it is hoped that, with this start, it will only be a short time until all the roads in the county will be piked, and that adjoining counties will follow the example and join us with good pikes.

The ride from Steubenville to Pittsburg is not often taken, on account of the hills and generally poor condition of the road. It is about forty-eight or fifty miles by way of Holliday's Cove, Paris, Florence and Chartiers, and is almost a day's ride for the average rider, being all clay road, very rough and very hilly.

Steubenville to Wheeling is twenty-four miles by River Road. Some cross the river here and go to Wellsburg, seven miles; others go down this side through Mingo to Brilliant and cross there (this side will be far the best when the pike is completed) to Wellsburg, then follow the River Road to Wheeling, twenty-four miles. There the National Pike can be taken east or west.

From Wheeling east to Hagerstown, Md., 218 miles, over the National Pike: Starting at the McClure House, Wheeling, to West Alexander sixteen and one-quarter miles, to Claysville twenty-two and one-quarter miles, to Washington, Pa., thirty-two miles, to Hillsboro forty-three and three-quarter miles, to Bellsville forty-seven miles, to Centerville fifty miles, to Brownsville fifty-five miles, to Searight sixty-three miles, to Uniontown sixty-eight miles, to Hopwood seventy miles, to Summit seventy-three and one-half miles. This is at the top of the first mountain, and this far the pike is in very good condition. Although it is very hilly all the way it is a lovely ride,

and for almost every hill you climb you get a coast of almost the same distance. The road from the Summit to Cumberland is very bad, and the twenty-six miles from Petersburg to Frostburg is unridable and a big day's walk. This part can be missed by going down the mountains to Confluence, six miles from Petersburg, where the Baltimore and Ohio Railroad can be taken to Cumberland. To Chalk Hill is seventy-five and three-quarter miles, to Farmington seventy-nine and one-half miles, to Smithfield ninety and one-quarter miles, to Petersburg ninety-three and three-quarter miles, to Grantsville $105\frac{3}{4}$ miles, to Frostburg 120 miles, to Cumberland 132 miles (this last is a twelve-mile coast), to Hancock 192 miles. This last is by towpath. By pike it is ten or twelve miles shorter, but very bad road. Parties making this ride by towpath should start early in the morning, to make the ride in one day if possible, for there are no desirable places to stop over night; but, if necessary, you can get a place to sleep at one of the locks. It's a nice day's ride if the towpath is in fair condition. By pike to Indian Springs $202\frac{3}{4}$ miles, to Fairview $204\frac{3}{4}$ miles, to Clear Springs 207 miles, to Hagerstown 218 miles. Hagerstown is the starting point of numerous splendid rides, over good pikes, such as the Shenandoah Valley, etc., the description of which can be found in the Maryland Road Book.

From Wheeling west to Columbus, O., $128\frac{1}{2}$ miles, over the National Pike: Starting at the McClure House, ride across the suspension bridge through Bridgeport to St. Clairsville eleven and one-eighth miles, to Morristown twenty and five-eighths miles, to Hendrysburg twenty-six and one-eighth miles, to Fairview twenty-nine and one-half miles, to Washington, O., forty-two and one-eighth miles, to Cambridge fifty and three-eighths miles, to Concord fifty-eight and three-quarter miles, to Norwick sixty-two miles, to Zanesville seventy-four and three-eighths miles, to Mt. Sterling eighty-two miles, to Gratiot eighty-six miles, to Brownsville eighty-eight and one-quarter miles, to Amsterdam ninety-five and one-quarter miles, to Jacktown ninety-six and three-quarter miles, to Hebron $100\frac{3}{4}$ miles, to Kirkersville $106\frac{1}{8}$ miles, to Etta 111 miles, to Reynoldsburg $117\frac{1}{4}$ miles, to Columbus $128\frac{1}{2}$ miles to State House. The most of this road is in very fair condition, with the exception of some of the hills and from Reynoldsburg. The road is mostly hilly to Jacktown, from there it is from level to rolling.

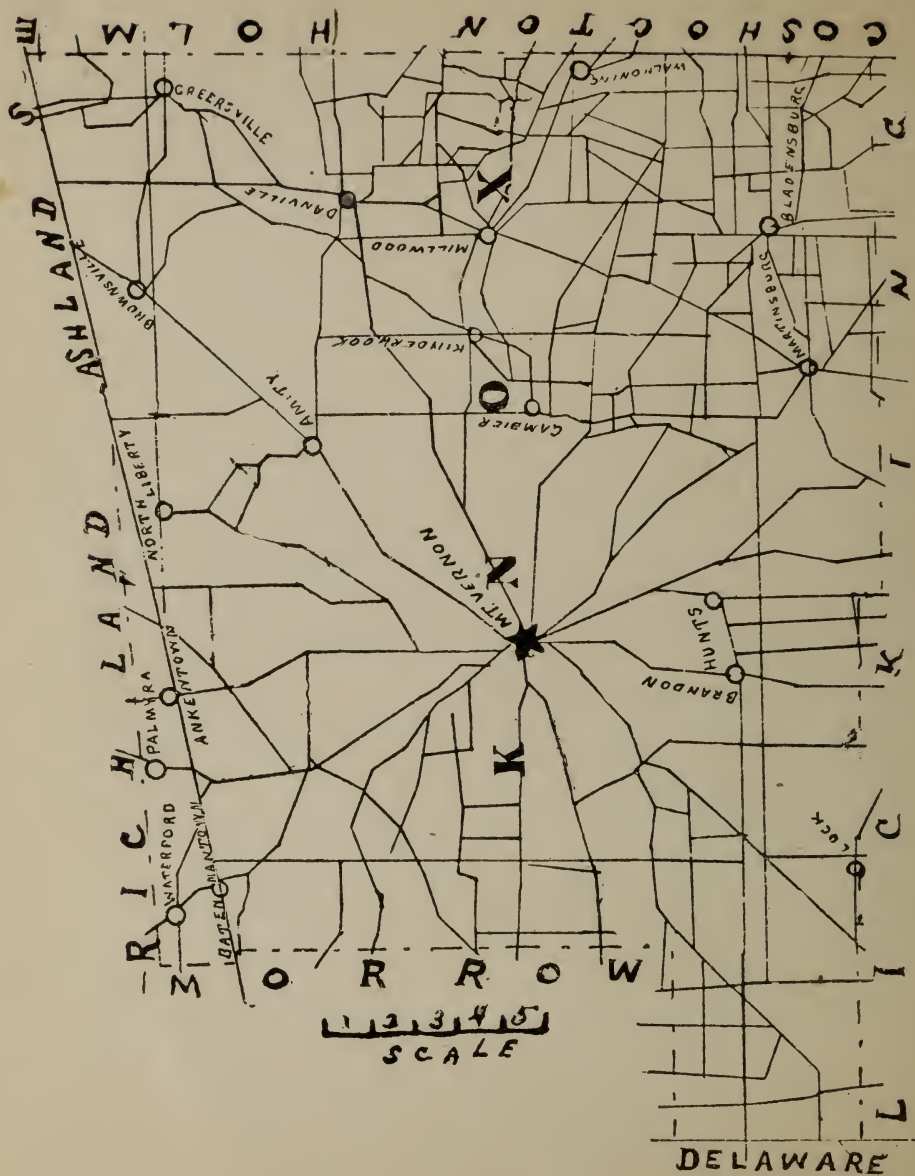
From Steubenville to Columbus, 150 miles: Leave Steubenville by West Market Street to Wintersville five miles; at the forks one-half mile west of Wintersville take the left-hand fork to Bloomfield thirteen miles, to Hopedale eighteen miles, to Cadiz twenty-five miles, to Dennison fifty miles, to Coshocton eighty miles, to Adams' Mills ninety-five miles. At Adams' Mills take towpath to Newark 117 miles, to Columbus via Granville and Pataskala 150 miles. With the exception of eight or ten miles this road is clay and sand, and to Dennison is hilly; remainder is from level to rolling.

The distances I give here are the total distance from starting point; the distances between points can easily be had by subtracting.

To this Mr. A. W. Strong, of Linton, adds:

The 1886 Road Book gives of Jefferson County about a true description of the roads, except that the size of the hills is not given; it is left for the stranger to find out that they are young mountains—big hills, very abrupt, with deep and narrow valleys along the streams. There are hills in every county, and it is very hilly in some counties, but there is a very big difference in the size.

Poorest roads in the State for wheeling, outside of the larger towns. Roadbeds of clay dirt and some sand and stones. Grades—never level, rolling in valleys, and very hilly (over young mountains and ridges) in the interior, back from the Ohio and Yellow Creek Valleys. Condition—only fair; at their best between July 1 and September 10, except in dry years, when they are ridable from about last of May until November. The year 1891 was a moderately dry one, and the roads here were best in September—that month being dryer than usual. The roads are unridable after a heavy rain in summer for twenty-four hours at least. The surface varies from hard clay to a sandy mixture of dirt, and in shady places, in the ravines and gorges, it is never dry. Frequent fording of shallow streams, an absence of bridges and few guide boards, make it difficult to proceed faster than six or seven miles an hour. High taxes, poor drainage and bad road management have made some of our roads in wet seasons breeding pools for "rhinosterhorses," but there seems to be a steady but gradual awakening among the rural people for better roads, etc.



KNOX

Area, 527 Square Miles ; Population, 27,600.

Is a little north of the center of the State. The population of the principal localities is: Martinsburg, 257; Mt. Vernon, 6,027; Gambier, 660; Centerburg, 588; Fredericktown, 847; Buckeye City, 215; Danville, 292.

In regard to the roads, etc., Mr. F. S. Crowell, of Mt. Vernon, writes:

No. 1—Mt. Vernon to Mansfield, twenty-five miles: Road runs north from public square through Bellville and Lexington; graveled and in fair condition, but hilly.

No. 2—Mt. Vernon to Wooster, twenty-two miles, northeast: Leave public square on Main Street, going through Amity and Brownsville; very hilly.

No. 3—Mt. Vernon to Coshocton, thirty-eight miles, east: Leave public square on High Street to Division Street, east on Division Street to Coshocton Road. Runs through Monroe Mills, Howard, Millwood, Walhonding and Warsaw. A bad piece of road may be avoided by taking road which runs south at Monroe Mills, and following the creek to Howard; otherwise very fair road, sandy in spots.

No. 4—Mt. Vernon to Gambier, five miles, east: Leave public square on Main Street, south to Gambier Street, turn east and you have straight road. Two very heavy hills; balance of road good.

No. 5—Mt. Vernon to New Castle, fifteen miles: East by south through Gambier. Road bad from Gambier.

No. 6—Mt. Vernon to Martinsburg, ten miles, southeast. Leave public square on Main Street, run south, cross the river and take road to left; hilly.

No. 7—Mt. Vernon to Newark, twenty-five miles, south: Leave public square on Main Street, run south, cross the river, and go straight south through Hunt's and Utica. To Utica rather hilly; from there to Newark almost level.

No. 8—Mt. Vernon to Columbus, forty-five miles, southwest: Leave public square on Main Street, run south, cross the river, and take road to right through Mt. Liberty and Centerburg. Good road.

No. 9—Mt. Vernon to Delaware: Columbus Road to Sunbury, National Pike to Delaware.

No. 10—Mt. Vernon to Mt. Gilead, twenty-five miles, west: Leave public square on High Street, west on Green Valley Road through Chesterville. Best road out of Mt. Vernon as far as Chesterville; from Chesterville by boat in winter and spring; in summer the road is fairly good.

No. 11—From Mt. Vernon to Fredericktown, seven miles, northwest: Leave public square on High Street, west to Sandusky Street, north on Sandusky Street to Spearman Hill, take left hand road at top of hill and follow railroad to Fredericktown. Good road.

At Fredericktown will be found three ancient Indian mounds. Four miles north is a Shaker settlement. At Millwood are several natural gas and oil wells, and one mile east, the famous caves.

Mt. Vernon has the finest system of water works in the State—artesian water; is beautifully located, and lighted throughout by electricity (and moonlight); here, also, is located the Magnetic Springs Sanitarium. The principal streets are being paved with vitrified pressed brick. This is a large manufacturing center, the most prominent establishment being the Mt. Vernon Bridge Works.

The above is corroborated by E. L. Porter, of Millwood, and John G. Davis, of Fredericktown.





LAKE

Area, 240 Square Miles; Population, 18,235.

This is the smallest county in the State, and the second from the Pennsylvania line on the Lake Erie Shore. The principal localities are: Madison, 738; Mentor, 502; Fairport, 1,171; Painesville, 4,755; Willoughby, 1,219; Perry, 400 (estimated).

In regard to the roads, etc., Harry W. Andrae, of Painesville, writes:

Most of the runs made by wheelmen in this county are east and west. Leaving Painesville, bound west, the rider should take Mentor Avenue, which, without branching off, leads to Mentor, six miles distant. About one mile further on is the residence of Mrs. Gen. Garfield. The tourist continuing westward should keep direct road for about one mile beyond Garfield's, then turn to the left where the road forks. Willoughby is reached by this road, and is four miles from Mentor. On going up the hill into Willoughby, the rider should turn to the left and follow the road leading to the right past the park, if he wishes to go to Cleveland, or to the intermediate points, Wickliffe, Euclid and Glenville.

Going east from Painesville, the best road is known as the "Middle Ridge," a continuation of Erie Street, which street is the first one that crosses State Street north of Main. Keep this road across Grand River Valley, going straight up the hill after crossing the covered bridge one

mile from town—not through tunnel under Lake Shore Railroad. Another mile further on is the immense nursery of the Storrs & Harrison Co., whose office and seed house stands on the south side of the road. Taking this as a landmark, go straight ahead for about two miles to where the road forks. If you want to go to Perry, two miles and a half from this point, take the right hand road. If to Madison, Geneva or Ashtabula, bear off to the left. Two miles farther on, this left hand road forks again. You will recognize this place by a little grove of locust trees in the angle formed by the roads, and by the signboard, reading "Painesville, six miles." Ignore the guide board pointing down the left road, "Ashtabula, twenty miles," for that road is an abomination of sand. Take the road to the right. Following this road (still the "Middle Ridge") about six miles further—there will meanwhile be found no forks to confuse—the tourist will come to a cross road with a white church on the northeast corner. A few hundred feet east of the church may be seen an immense brick structure, a National institution, known as the Soldiers and Sailors Widows' Home. If wishing to visit Madison, one mile south, turn down the road to the right at the cross road just mentioned.

The "Middle Ridge," about two miles east of the aforesaid road leading to Madison, abruptly terminates at right angles with a north and south road on the line between Lake and Ashtabula counties. The tourist wishing to go to Unionville should turn south here; if to Geneva or other eastern points, he should go north for half a mile, and turn again, to the right, at the first cross road. This road leads to Geneva (Ashtabula County), three miles, and, although the road is a very bad one, consisting of loose sand, there is a good side path on the north side of the road for the whole distance.

From Geneva to Ashtabula, ten miles, the road is almost entirely heavy sand, with side paths short, "few and far between." The writer once took the Lake Shore Railroad bed in order to avoid this road, and considers bumping over the ties preferable to the sand.

This route, east and west of Painesville, as described, is one commonly used by wheelmen traveling between the Eastern and Western States. It is generally level—exceptions, of course, being in the few valleys where streams cross the line of travel. Within the county of Lake the roadbed is mostly gravel. In some places the gravel is combined with clay or loam, and there are occasional sandy stretches. It is usually the case, however, that where sand predominates in the highway there is a good side path adjoining. In wet weather these roads are all bad, the surface being so level that drainage is slow.

As to points of interest to the tourist: Little Mountain, Fairport Harbor, Richmond and Kirtland. Little Mountain is eight miles southwest of Painesville, and may be reached by several different routes. The best way to go there is to take "Johnny-Cake Ridge," going on to that road near the Pittsburg, Painesville and Fairport Railway Viaduct. Turn to the left at the second branch road; keep this road until you come to the cross roads (four corners); then turn to the left; at the next branching road turn once more to the left. The last turn mentioned brings the cyclist on to a road that leads directly to the mountain—a pleasant summer resort, with a beautiful view of perhaps twenty miles of Lake Erie's shore and the country intervening. It is an eminence that is quite abrupt, presumably a knob of land left unscathed by historic glaciers.

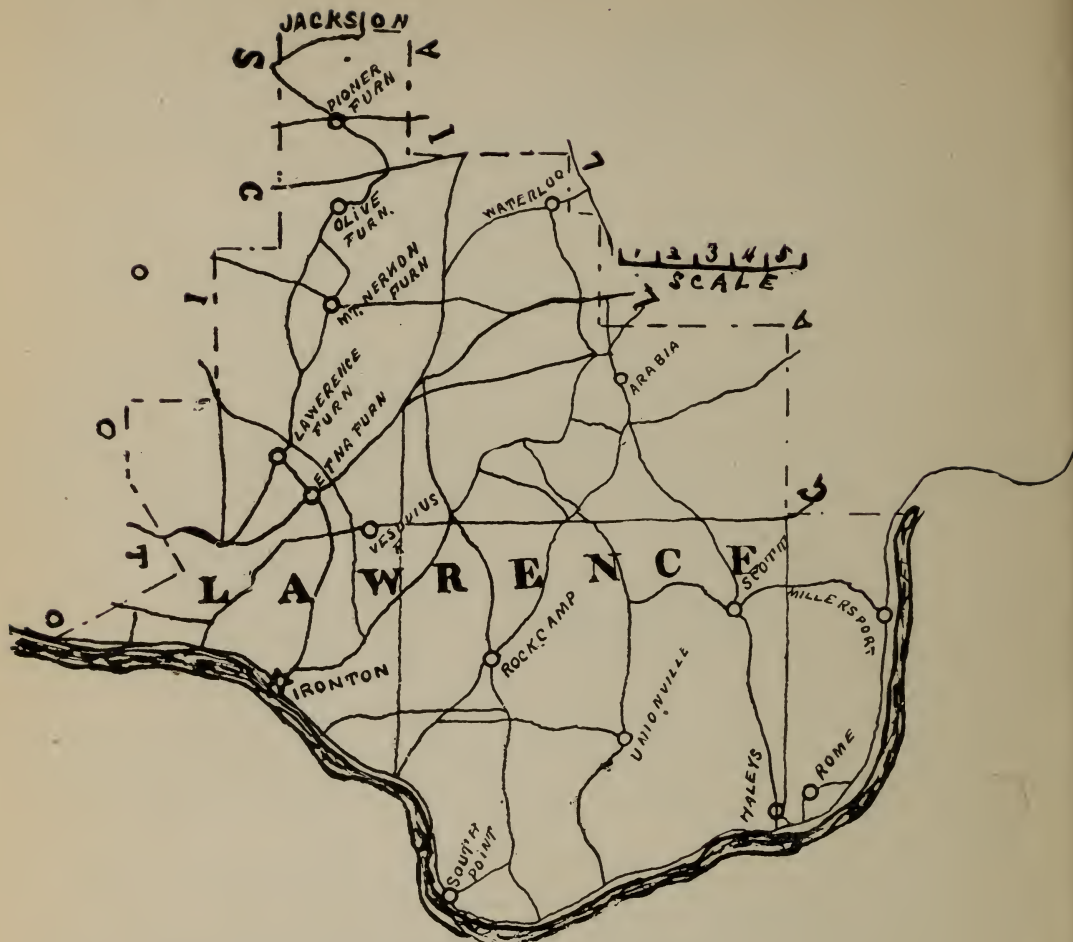
Fairport is three miles north of Painesville, and is reached by following the direct road running northwesterly from the park in Painesville—Richmond Street. Fairport is at the further terminus of the road; is remarkable for being the best natural harbor on Lake Erie, and for the vast quantities of iron ore which are brought from the upper lakes, and shipped to Pittsburg by rail from this point. Hundreds of thousands of tons of ore are annually handled and transferred by machinery at this port.

Richmond is on the west side of the mouth of Grand River—being opposite from Fairport. The principal thing of interest is a grain elevator with a capacity of one million bushels. Richmond is reached by taking the second road leading to the left from Richmond Street after crossing the Lake Shore Railroad tracks, going north.

Nearly opposite the Garfield residence, in West Mentor, is a road leading southerly from Mentor Avenue, over a surface that is slightly sandy for the first half and clay for the remainder—about three and a half miles in all—to the hamlet of Kirtland, a place of no interest except for the one great distinction that it is the cradle of the Mormon religion, and that there is located a quaint old Mormon temple, where Joe Smith, Jr., and other apostles, come and hold periodical reunions and revivals. The road to the place is apt to be bad over the clay portions of it, there being little travel over the same, and after being cut up by wheels in wet weather remains very rough for two or three weeks at least.

The roads from Painesville southward are mostly clay, with few side paths, and hilly for ten or twenty miles. They are bad except for a few weeks in midsummer. Most of the cycling done in this county is over the first-mentioned east and west route.

I don't know how it is in general, but there is certainly great need of more guide boards in this vicinity. Would it not be practicable to "punch up" the Legislature and have some action taken? Guide boards are bad enough as they are, with the hideous errors in respect to distances, but if they were to be found at every place required by the statute, there would be less "cussing" done by the traveler.



LAWRENCE

Area, 430 Square Miles; Population, 39,556.

Is on the Ohio River, the farthest south of any county. The population of the principal localities is: South Point, 224; Hanging Rock, 846; Athalia, 199; Millersport, 231; Proctorville, 480; Iron-ton, 10,939; Petersburg, 506; Coal Grove (two and one-half miles east of Iron-ton), 600.

In regard to the roads, etc., Mr. John W. Mayhew, of Coal Grove, says:

The road usually traveled by both local and visiting wheelmen is the Ohio River Road, paralleling the Ohio River. From Portsmouth, in Scioto County, to Coal Grove, in Lawrence, this is a very good road, consisting mostly of gravel in Scioto County, and cinder and limestone macadam in this county. There is only one hill of any note on this road, just below Hanging Rock. Union Landing, Hanging Rock, Ironton and Coal Grove, in order named, are the places passed through by this road. Above Coal Grove this road is sandy, making riding very difficult. To persons going east from Portsmouth the best route is to come through to Coal Grove, and take ferry to Ashland and continue on the Kentucky and West Virginia side.

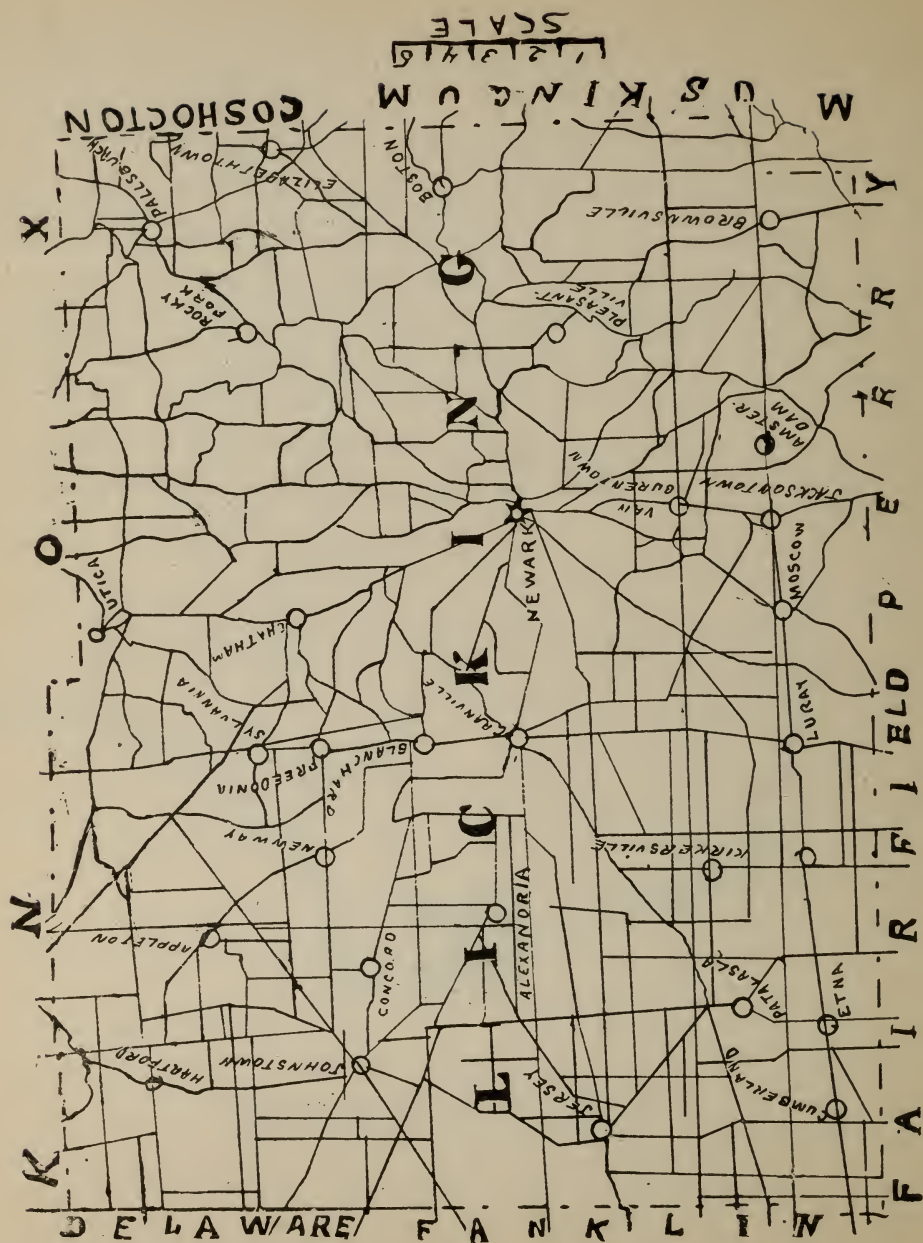
At Coal Grove a road extends eastward to Getaway, coming into the Symmes Creek Road, which extends from opposite Huntington up Symmes Creek to Arabia. Four miles from Coal Grove, on this road, is a branch running northeast to Marion. The contracts will be let this week (June 1, 1892) for paving and graveling the road from Coal Grove to Getaway. There are three hills on this road.

From Ironton a road extends to Marion, known as the Marion Pike. This road was paved and covered with lime and gravel the last year for ten miles, and contracts have been let for improvements to within one and one-half miles of Marion. Ten miles from Ironton there is a branch from this road, extending east to Millersport, crossing the Symmes Creek Road at Willow-wood. Three miles from Ironton, at Hecla Furnace, there is a branch on the left extending through Ellison and Etna, over on John's Creek, down to Symmes Creek, meeting the Symmes Creek Road at Arabia. There will be improvements made on this road this year of about seven miles.

On the whole I believe Lawrence County has very good roads in summer, the main objection to riding out in the county being so many hills.

I have made arrangements with Mr. Van Horn, of Coal Grove, for rates as follows: Meals, 20 cents; lodging, 25 cents.





LICKING

Area, 685 Square Miles; Population, 43,279.

Is almost in the center of the State. The population of the principal localities is: Granville, 1,366; Hanover, 288; Hartford, 346; Jersey, 158; Pataskala, 568; Johnstown, 424; Newark, 14,270; St. Louisville, 264; Alexandria, 296; Hebron, 415; Utica, 763.

In regard to the roads, etc., in this county, Mr. William G. Tight, of Granville, says:

The roads in and around Granville are largely gravel bottom though they would scarcely be called pikes. During the greater portion of the year they are all very fair riding. From Granville to Columbus the best road at present is to leave Granville on the Alexandria Road, going due west. At the first fork keep to the left, on the Worthington Road; then take first left hand turn, which puts you on the Jersey Road, and then keep right straight on through Jersey to Gahana. Here go through the long bridge and take the Gahana Pike (sometimes called the Johnstown Pike) and follow it to its union with Broadway, at the bridge, just two and one-half miles east of the Capitol. This is much better than the "Old Columbus Road or Mud Pike," and from Columbus to Newark is by far the best road. To strike it from Columbus, go out Broadway to first bridge, and turn to the left just before crossing the bridge. This road has a few small hills, and just four miles west of Granville it descends into a deep ravine, known as the "dugway." The descent from either direction is a dangerous coast, except for a good rider on a safety, with a strong brake and that on the rear wheel.

From Granville to Newark: Follow the Newark and Granville electric car line to the first turn and then keep straight ahead over the two hills, both of which can be ridden, and one a fine coast. This is a full mile shorter than to follow the electric line all the way, and is much the best road—good the year round. As you enter Newark you go up a little rise, and just at the top a blind street turns to the right, so take the second right hand turn (counting the blind street one) and go straight to the electric line; then turn left and follow it to the public square. This will take you through the city on a paved street.

From Granville to Worthington: Go due west out Broadway.

From Granville to Alexandria and Johnstown: Go due west out Broadway, but turn to right at the forks, one mile west of town, and then keep straight.

From Granville to Mt. Vernon: Go by way of Newark.

To all points west and southwest, go by way of Columbus, as directed.

To all points east, southeast and northeast, go by way of Newark, as directed. for the roads running north and south from Granville are all hilly, and in rainy weather and spring are very bad

Granville is an educational center and any one passing through it should visit its schools. In Newark don't fail to see, among other points of interest, "The Old Fort," on the fair grounds, one of the grandest monuments of the Mound Builders in this country.

Mr. H. E. Harris, of Utica, adds:

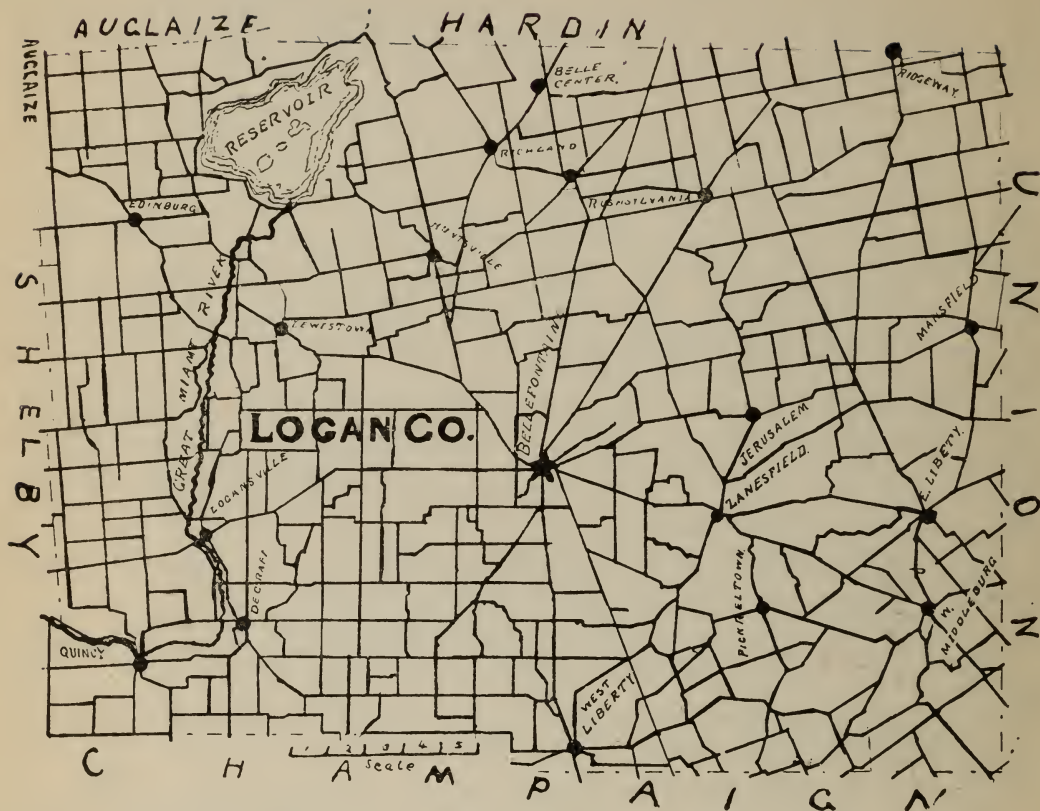
Utica is on the direct road from Newark to Mt. Vernon, which is frequented by tourists. From Newark to Utica, thirteen miles, the road is of gravel, really fine nearly the entire year; nearly a dead level, except three or four small hills which a buggy horse can trot up. Two villages, Vanatta and St. Louisville, lie between Newark and Utica. From Utica to Mt. Vernon, twelve miles, the road is more hilly and has a few short sandy stretches. Yet it is called a good cycling road by all who have ridden it.

A side trip from Utica is four miles west to Homer, a neat village of 250 population, and former home of the famous Claflin (Woodhull) family. This road is somewhat hilly, but is rideable. The pike beyond Johnstown can be reached by way of Homer from Utica.

The road from Newark to Mt. Vernon is alongside the Baltimore and Ohio Railroad almost the entire distance, with stations at no place over six miles apart. The scenery is as fine as can be found in Ohio—being in the fertile Licking Valley, of which the fame is widely known. Ranges of wooded hills stretch on either side, while from the summit of the "rises" there is spread a panorama of grandeur and exquisite beauty.

Utica has quite a number of cyclers, several ladies being of the number. The local consul can be found at the postoffice, ready to greet visiting wheelmen.

See, also, Muskingum County.



LOGAN

Area, 448 Square Miles; Population, 27,386.

Is west of the center of the State. The population of the principal localities is: Ridge-way, 321; West Mansfield, 431; Zanesfield, 318; Bellefontaine, 4,245; Huntsville, 500; Degraff, 1,070; Quincy, 488; Belle Centre, 927; Rushsylvania, 497; West Middleburg, 345.

In regard to the roads in this county, Mr. Frank Butler, of Bellefontaine, says :

We have the best county to get over on a bicycle in the State. Our pikes are made of gravel and sand, and there is always a good path for a wheel. The north and south road is known as the West Liberty Pike. Starting from the public square south, the pike is good and the country rolling. West Liberty is eight miles from Bellefontaine, on a direct road to Urbana. The road north is known as the Kenton or Northwood Pike. The road is good and slightly rolling. Northwood is nine miles from Bellefontaine, and Kenton twenty-four miles. The road running east from the public square is known as the Bellefontaine and West Middleburg Pike. It runs through Zanesfield, a small place five miles east of Bellefontaine, through the most hilly part of the county. After leaving Zanesfield you go through the Mormon Bottoms, which is a very pretty country, to Middleburg, which is six and a half miles east of Zanesfield, or eleven miles east of Bellefontaine.

Going from Zanesfield to West Liberty, you have eight miles of as fine a road as a man wants to ride on. This pike follows the Mad River from Zanesfield to West Liberty. Fine scenery on both sides of the pike. Going from Zanesfield to Pickrelltown you have a good pike, with one hill almost a mile long, with an elevation of over one hundred feet to the mile. Pickrelltown is four miles southeast of Zanesfield, and nine miles from Bellefontaine. From Pickrelltown to West Liberty it is eight or eight and a half miles. Good pike, with plenty of long coast in it.

From Middleburg to East Liberty the pike is very level. East Liberty is twelve miles from Bellefontaine. The Jerusalem Pike leads to West Mansfield, twelve miles from Bellefontaine, with the country very rolling. The Rushsylvania Pike runs to Rushsylvania, a small town ten miles northeast of Bellefontaine. All of the towns mentioned in the above are east, southeast and northeast of Bellefontaine, and in the part of the county that has the hills. All of the towns are small, West Liberty only having about 1,000 population ; but the scenery is very fine on any of the runs you want to take.

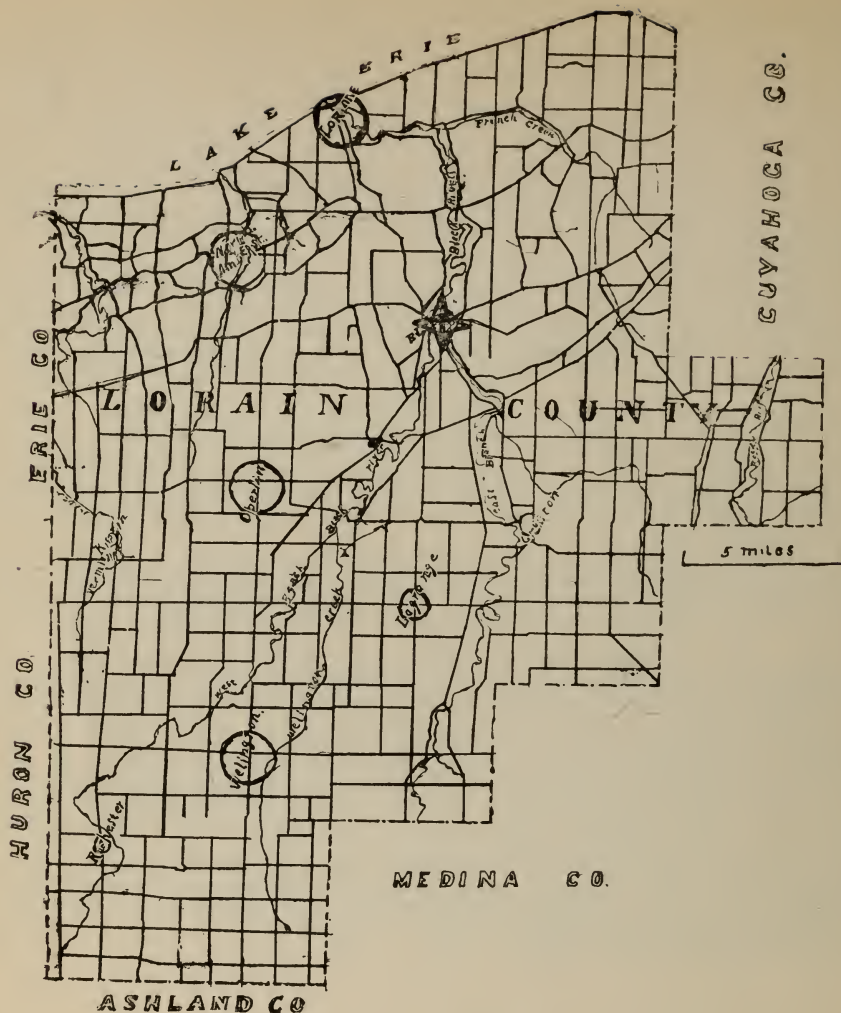
The road leading due west from the public square is known as the Sidney Pike. It runs through a small place called Logansville, nine and a half miles west of Bellefontaine. Sidney is twenty-four miles from Bellefontaine, with nice road all the way until you strike the river over in Shelby County, then you have some hills. The writer has made the run in less than three hours.

Going northwest from Bellefontaine, you get on the Huntsville Road. That takes you to Huntsville, eight miles from Bellefontaine, and on through Richland to Belle Centre, twelve miles from Bellefontaine. From Belle Centre you can go to Kenton, Hardin County. The road is very fine all the way, with but two hills. From Huntsville you have a good pike to the Lewistown Reservoir (one of the best places to fish in Central Ohio), with a good hotel at Indian Lake.

The town of DeGraff is ten miles southwest of Bellefontaine, which can be reached by taking the Carlisle Pike, one mile south of Bellefontaine, which you leave three and a half miles southwest, or after passing the Twin Lakes. You then take the Bellefontaine and DeGraff Pike to DeGraff, or you can go west on the Sidney Pike, seven and a half miles, where you take a pike that runs southwest to DeGraff.

You can put it down that we have the best roads in Ohio, taking it all over the county. Every road I have mentioned is a pike, and anybody will find them good wheeling. Our county is just rolling enough to make it pleasant to ride a bicycle. One thing you must remember : Bellefontaine is situated on the highest point in the State ; consequently it is up hill any way you come into the city ; but the hills are not sharp.





LORAIN

Area, 530 Square Miles; Population, 40,295.

Is on the shore of Lake Erie, the fourth from the Pennsylvania line. The population of the principal localities is: North Amherst, 1,648; Lorain, 4,863; Elyria, 5,611; Grafton, 600; LaGrange, 551; Rochester, 218; Oberlin, 4,376; Wellington, 2,069.

In regard to the roads, Mr. C. E. Daniels, of Lorain, says:

There is a main road running parallel to Lake Erie both east and west from here. The one going east is a direct line to Cleveland, about thirty miles. It is quite level until within about eight miles of Cleveland, when there are a few hills. This road is generally quite passable from June until October, sometimes a little earlier or later, according to the season. Being clay soil and no side paths, it is best for a wheelman not to try it for a day or two after a rain. About the

only points on this road are: Randall's Grove, about two miles from Lorain; Lake Breeze House, about five miles, and Rocky River or Rockport, which is within six or eight miles of Cleveland. The first two places are open and generally have quite a number of summer boarders and campers during the summer and early fall. This road also runs through an extensive grape-growing country, and when grapes are ripe wheelmen can get what they want by asking for them, or at most by paying a small price; but if they attempt to steal them, beware of the farmer's shot-gun and dog.

The road running west from here, aforementioned, passes through Vermillion, Huron, Sandusky, and some other minor towns along the shore. Vermillion is the first town west. The Lake Shore and Michigan Southern Railroad crosses the New York, Chicago and St. Louis Railroad here. The only points of any particular interest on this road, between here and Vermillion, are: Oak Point, Linwood Park and Shattuck's Grove. Oak Point is about four miles from Lorain, and the other two places are near each other, about ten miles from Lorain, and within about one mile of Vermillion. This road is quite hilly but otherwise fairly good riding for about the same time during the year as the first one described.

There is a road leading south to Elyria and other points. This is not a very good road at any time, there being considerable sand. There are side paths about half way from Elyria to Lorain, but they are poor on account of roots and stones. Wheelmen coming from Elyria to Lorain will find about half way a division in the road in the shape of the letter V, at which place there is a well. They should take the left road here. Wheelmen in Lorain wishing to go to Cleveland via Elyria will find a very good road from Elyria, a considerable of the way having good side paths.

Lorain has two railroads—the New York, Chicago and St. Louis and the Cleveland, Lorain and Wheeling, with trains that will accommodate wheelmen who may become disabled or tired. The first road runs east and west, and the latter south, connecting with the Lake Shore at Elyria and the C., C. & St. L. at Grafton. There are no special attractions for wheelmen, except the summer resorts above mentioned. A good many wheelmen making long trips from east or west pass through here. They generally take the road first described, which is termed the Lake Shore Road.

To this, Mr. John W. Wight, of Wellington, adds:

The roads extending from Wellington point to the four cardinal points of the compass—north, south, east and west—and are usually intersected by cross roads at right angles to the main roads at intervals of one and one-fourth miles. The surface is clay on all the roads—very deep clay, at least one hundred feet deep—the kind of a road which is very luxurious riding in dry weather but easily rendered impassable by a few hours of rain. There is no change in the character of the roadbed to Oberlin, situated north eight and one-half miles; Litchfield, east ten miles; Sullivan, south ten miles; Clarksville, west ten miles. The roads in the vicinity of Wellington are level, or but slightly rolling, there being no hills but can easily be surmounted by a novice of a wheelman, and in dry weather are usually in excellent condition, though there are no side paths suitable for the use of the bicyclist.

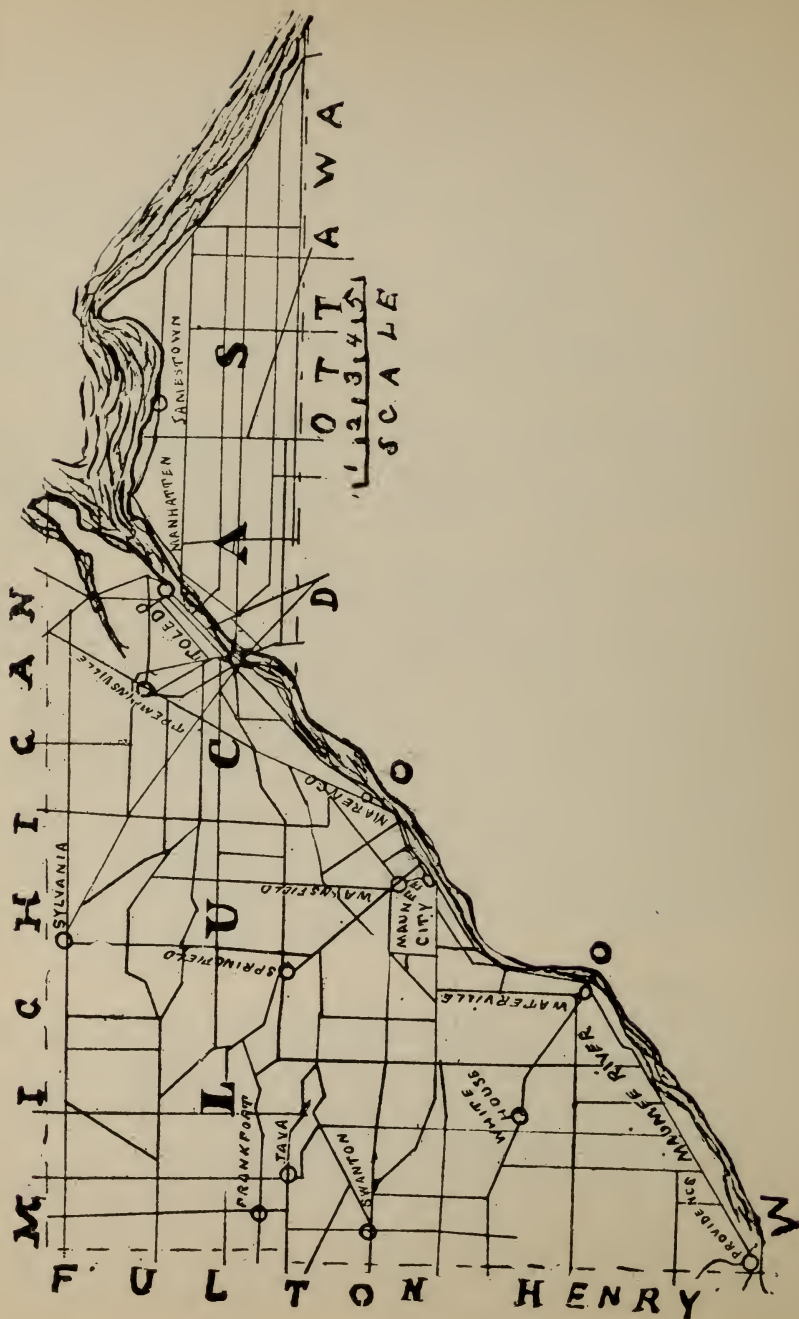
Many tourists pass through on their way from Cleveland to Columbus, going via Elyria twenty-six miles, to Oberlin thirty-four miles, to Wellington forty-three miles, west to Clarksville fifty-three miles, south through New London, Greenwich and Delaware to Columbus; or, going from Wellington south to Sullivan, thence to Ashland (twenty-two miles), Mansfield and beyond. The latter route usually gives the better roads, but is much more hilly.

There is much less travel on the main roads extending east and west, though the runs to Norwalk, west twenty-two miles, and east to Medina, twenty miles, are fairly satisfactory wheeling.

Mr. C. K. Whitney, of Oberlin, adds:

The road entering the county from the south, coming from Mansfield and Ashland (the first town is Sullivan), is a straight clay road through to the lake shore, and good all the way, except in rainy weather. It passes through Huntington, Wellington, Pittsfield, and Oberlin, where is located Oberlin College and Oberlin Conservatory of Music. Wheeling north the road goes one mile east of Amherst, where is located one of the largest stone quarries in the United States, which is worth any one's while to go and see. At the lake shore turn one mile east to Lorain, a lake town, with a good harbor and a number of wheelmen.

The road coming from Cleveland, through Rocky River, is as fine as can be found to Elyria, then turn south, and, passing the county jail, take the telegraph road, which is a good clay, except in rainy weather; at Oberlin take road west on Lorain Street to go to Norwalk and Fremont; after going west four miles turn south, passing the first corner south of Tipton; then turn west and the road passes through Wakeman and Collins to Norwalk. The North and Middle Ridge Roads, passing through the northern part of the county, are poor, being very sandy. The road south four miles, to Pittsfield, then east, is a good clay road, and one can go that way to LaGrange, then southeast to Medina. Turning west at Pittsfield the road is good for six miles, then there is, at some places, a good deal of sand.



LUCAS

Area, 430 Square Miles; Population, 102,296.

Is situated in the northwestern part of the State, at the junction of the Michigan boundary line and Lake Erie. The principal localities are: Toledo, 81,434; Sylvania, 545; Auburn-dale, 1,609; Waterville, 586; White House, 507; Maumee, 1,645.

In regard to the roads, etc., Mr. Malcolm R. Himes, of Toledo, says:

The roads, while they can not be called good, are generally fair, being mostly clay. Toledo is the largest city, and has about two thousand wheelmen. The pavements are fine, and consist of asphalt, Medina stone, and cedar block, asphalt prevailing. There are three large bicycle factories located here. The chief points of interest are: The Lenk Wine Company, Memorial Hall, the new Armory, and the Toledo Cycling Club. This club has a membership of two hundred and fifty. The club house is on Ontario Street, between Madison and Adams, and visiting wheelmen should not fail to call there. The best routes to and from the city are as follows:

To Detroit, Mich.: Toledo, O., to Vienna, Mich., twelve miles, clay and gravel, good; to Monroe, Mich., ten miles, clay and sand, fair side path; to Trenton, Mich., nineteen miles, clay, fair; to Wyandotte, Mich., five miles, loam, fair; to Detroit, Mich., twelve miles, sand, fair, bad places. Total, fifty-eight miles. Leave Toledo via Monroe Street and Collingwood Avenue. Asphalt pavement.

To Adrian, Mich.: Toledo, O., to Sylvania, O., seven miles, pike, good; to Riga, Mich., eleven miles, clay, good; to Blissfield, Mich., four miles, clay, good; to Palmyra, Mich., six miles, gravel, good; to Adrian, Mich., five miles, clay, good. Total, thirty-three miles. Leave Toledo via Monroe Street. Asphalt pavement. At Sylvania turn north, following telegraph poles into Blissfield.

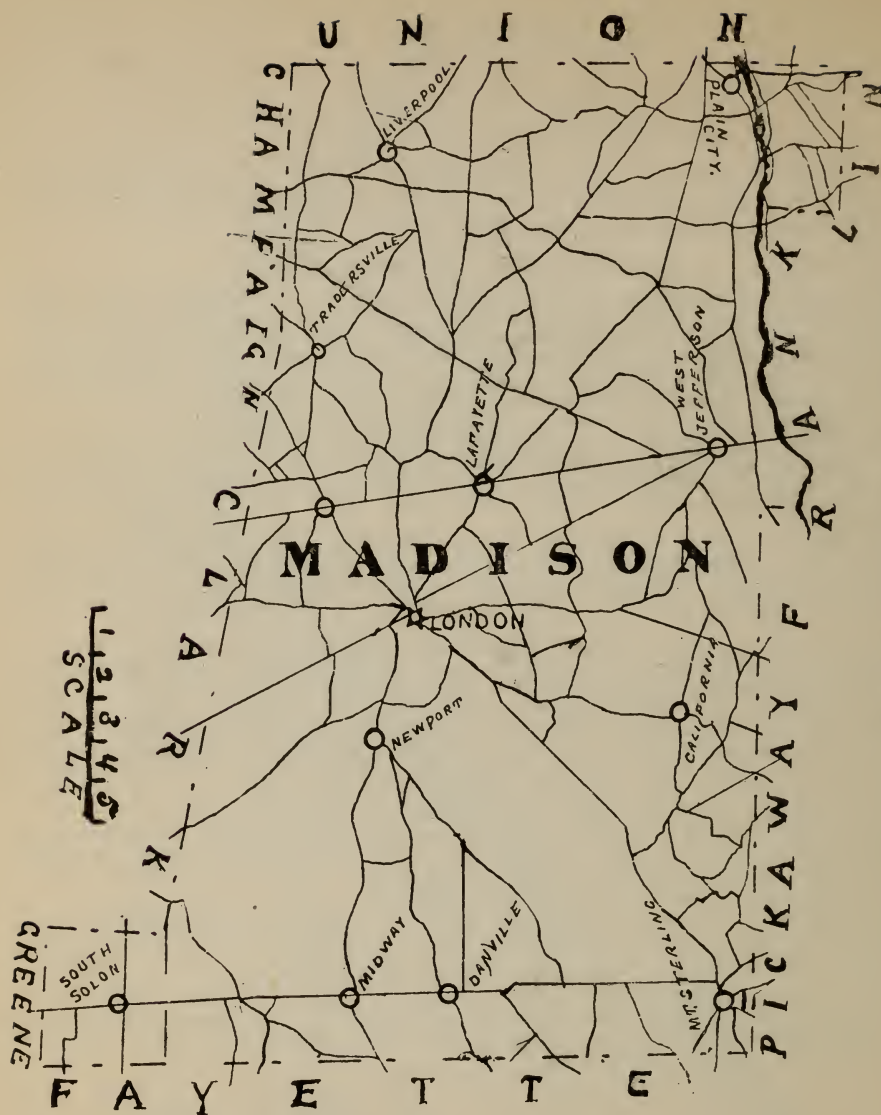
To Defiance and Bryan, Ohio: Toledo to Maumee, nine miles, pike, fair; to Waterville, six miles, sand, fair; to Grand Rapids, eleven miles, clay, fair; to Napoleon, fourteen miles, clay, good; to Defiance, eighteen miles, gravel, good; to Bryan, eighteen miles, clay, good. Total, seventy-six miles. Leave Toledo via Broadway. Medina stone and fire-brick pavement. In dry weather cross the river at Maumee to Perrysburg, and take road on the east side to Waterville and Grand Rapids. At Grand Rapids, re-cross the river and take the road following the canal into Napoleon. The direct road to Wauseon from Toledo is sandy and poor. We should advise wheelmen to go by way of Napoleon. Napoleon to Wauseon, twelve miles of clay in good condition. Napoleon to Bryan, twenty-five miles of good clay road, part gravel.

To Findlay, Ohio: Toledo to Maumee, nine miles, pike, fair; to Perrysburg, two miles, pike, fair; to Bowling Green, twelve miles, clay, good; to Van Buren, seventeen miles, clay, poor; to Findlay, eight miles, gravel, good. Total, forty-eight miles. Leave Toledo via Broadway. Points of interest - Oil Regions from Bowling Green to Findlay.

To Fostoria, Ohio: Would advise wheelmen to go by way of Van Buren and Findlay.

To Fremont, Ohio: Toledo to Maumee, nine miles; to Perrysburg, two miles; to Stony Ridge, six miles; to LeMoine, four miles; to Woodville, seven miles; to Hessville, eight miles; to Fremont, eight miles. Total, forty-four miles, with fair pike all the way. Leave Toledo via Broadway. Pike formerly very good, but now badly in need of repair. Can go by way of East Toledo and Genoa (in good weather), saving ten miles. This route is not as good as the other.

Further information may be had by calling on Malcolm R. Himes, care Dewey, Rogers & Co., or on L. G. Colton, care Colton & Hickox.



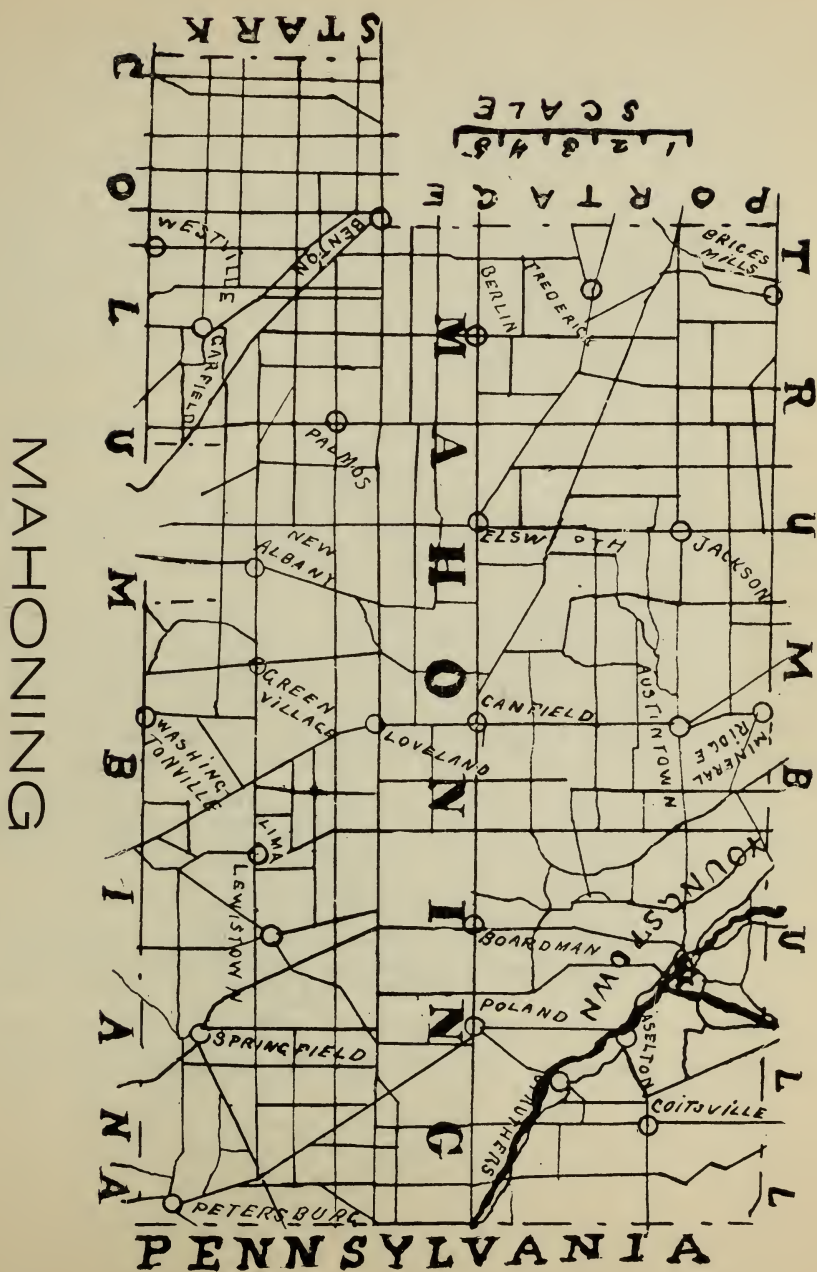
MADISON

Area, 465 Square Miles; Population, 20,057.

Is west of the center of the State. The population of the principal localities is: Plain City, 1,245; West Jefferson, 1,957; Mt. Sterling, 752; Somerford, 282; South Solon, 345; London, 3,313.

The following is from the Hand Book of 1886:

The National Pike passes from east to west through the county, entering at West Jefferson and passing four miles north of London, the county seat. This road is always good. A good road leads from Washington C. H. (Fayette County), north through London to Milford Center (Union County). An excellent road leads from South Charleston (Clark County), through London, joining the National Pike at West Jefferson. The above are the principal thoroughfares. Other roads are generally very good, there being an abundance of excellent fine gravel all through the county.



Area, 422 Square Miles; Population, 55,979.

Is on the Pennsylvania line. The population of the principal localities is: Poland, 39; Canfield, 675; Lovellville, 762; Youngstown, 33,220.

The Committee are obliged to use the report in the old Hand Book, as the Consuls in this county were too busy to reply to the circulars of inquiry. The following is from the edition of 1886:

The general surface of the county is quite hilly, and condition of the roads by no means perfect, though very fair for bicycling most of the season. State roads north and south, and east and west, cross each other at Canfield, the exact geographical center of the county. The State road from north enters the county from Niles and Mineral Ridge, and thence three miles to Austintown is rather stony and hilly; thence five miles to Canfield is level and smooth; thence ten miles to Columbiana is exceptionally good. The other State road enters the county on the west from Deerfield, running thence east five miles to Berlin Center—very good; thence five miles fine road to Ellsworth; thence five miles to Canfield—rather hard and hilly. From Canfield east to Boardman, five miles, the surface of the road is hard but hilly; from Boardman to Poland, four miles east, the road is level but somewhat sandy, and continues eastward into Pennsylvania. Youngstown, in the northeastern part of the county, is reached from Warren, fourteen miles northeast, by a fair road (which is a little sandy at times), passing through Niles and Girard.

From Youngstown north a fine road leads ten miles to Vienna. To the west the road to Austintown, five miles; North Jackson, ten miles; Milton, fifteen miles, and Palmyra, twenty miles, is good perhaps half way, but has a number of rocky hills. To Canfield, ten miles southwest, there is a very fair road. A rather poor road leads eight miles south to Lowellville. A sandy road leads eighteen miles southeast to New Castle, Pa. Still another leads northeast seven miles to Hubbard, and thence seven miles to Sharon, Pa. First ten miles of this road is good; balance stony and hilly. Bicycling in and about Youngstown is very delightful, on account of her fine streets and pavements, and the hospitality of her wheelmen.

Since the above was put in type the following was received from Mr. G. O. Neff, of West Austintown, who has just joined the L. A. W.:

The roads in this county usually traveled are:

To Youngstown: From the public square (the Diamond) west by West Federal Street and Mahoning Avenue (side road) to Austintown, five miles; West Austintown, six miles; North Jackson, ten miles; Milton, fifteen miles; Palmyra, twenty miles. Fairly good road, and rideable most of the way. Grades generally quite gradual, with some rather steep hills.

To Canfield: South from Austintown, five miles. Road level, but inclined to be sandy. Ride at edge of grass.

To Alliance: South from North Jackson to Ellsworth, five miles, thence west to Berlin Center, five miles; Deerfield, ten miles; thence by Diagonal Road to Alliance. (Consult map.)

Warren, Trumbull County: From Court House Square south by Main Street (Old Plank Road—no planks on it now, except a few stray ones) to Meander, seven miles; Austintown, ten miles (for West Austintown take right fork south of Meander); Canfield, fifteen miles; thence by Diagonal Road (inquire) to Salem, Columbiana County, twenty-five miles.

Warren to Salem: South on Tod Avenue, west side, to Lordstown, North Jackson, Ellsworth, New Albany and Salem. Fairly good road; quite level. Best road from Warren to Salem, and to Alliance.

Dirt roads all, outside of towns. Sand patches, frequent. Clayey parts rough early in the season. Grades, generally quite level; level and rolling. Generally short and steep hills near streams. Material not the best, and not generally well kept. They will not stand much bad weather. Byroads fair, except early in season; can sometimes be used to advantage in making short cuts and avoiding bad places, but no rule can be given.

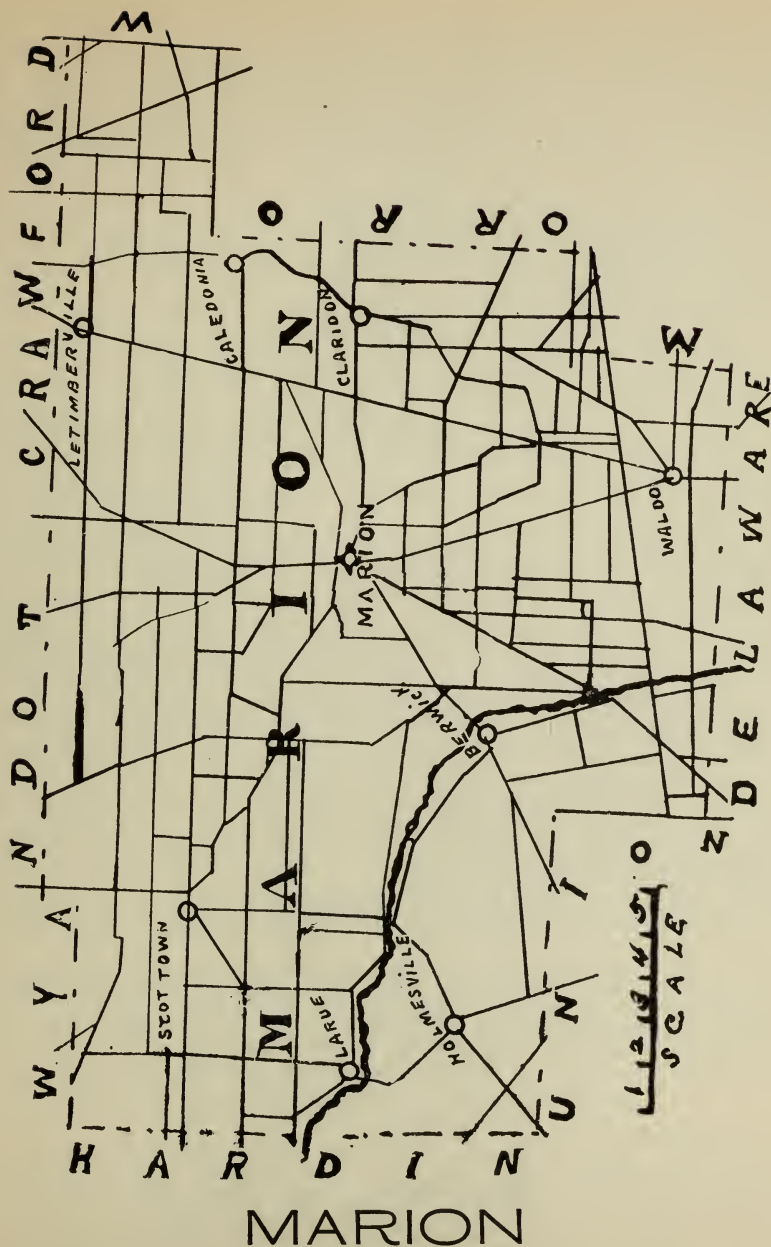
The routes above given are the best between the points named, and the ones most traveled, though not very extensively used by tourists from other States.

In reversing route from Canfield and Salem to Warren, take left fork just west of Austintown. Right fork leads to Mineral Ridge, three miles, and Niles, six miles. A stony road.

A mile west of Niles are the famous "Salt Springs." Expect to see nothing but "the Springs."

Residents generally recognize the rights of cyclists, and as a rule reciprocate any courtesies shown.

Additional information will be very cheerfully given to all who apply for such.



Area, 416 Square Miles; Population, 24,727.

Lies northwest of the center of the State. The population of the principal localities is: Larue, 948; Caledonia, 757; Green Camp, 290; Marion, 8,327; Prospect, 830; Waldo, 151.

In regard to the roads, etc., Mr. Frank A. Huber, of Marion, says :

Marion, the county seat, has a number of manufacturing industries, well worth seeing, together with great lime and stone quarries, two miles north of the city.

There are good stone and gravel pikes leading in every direction from Marion, mostly very level. Leading north to Upper Sandusky, Wyandot County, eighteen miles, we have a good pike to county line, five miles, and in ordinary weather a good dirt road from there. The pike leading north and then northeast to Bucyrus, eighteen miles, is stone and gravel, and fair for travel.

The Marion and Kenton Pike, bearing northwest to Kenton, twenty-six miles, is part stone covered with gravel, and balance gravel—a good, smooth road, in all seasons, and passes through Big Island and Cochranston, both small villages.

Another road to Kenton is via Green Camp, five miles, and thence west to Larue and Essex Pike, then north to Larue, sixteen miles, and then direct to Kenton, twenty-nine miles; a good, smooth gravel road all the way.

Another route to Larue is via Green Camp and Mt. Olive Pikes, taking the latter two miles west of Green Camp; a first-class road the entire distance.

A third road, and the shortest to Larue, is southwest from Marion on Green Camp Pike to cross roads, four and a quarter miles, and thence west ten miles to Larue. A gravel pike the entire distance.

A good, smooth gravel road leads from Marion south to Prospect, ten miles. Prospect, with a population of 2,000, is a beautiful little inland town on Columbus, Hocking Valley and Toledo Railway and Scioto River, with mineral wells of some notoriety, and with a promising outlook to become quite a summer resort.

Via Prospect Pike you can also reach Marysville, a good gravel road, and a distance of twenty-eight miles.

From Prospect you can take a good gravel road west to Richwood, six miles, and from there south to Magnetic Springs, six miles. From Magnetic Springs go south one mile, and then east eleven miles, and you will come to Delaware. This is a very pretty ride.

From Prospect you may also go south to Radnor, five miles, and then to Delaware, six miles; a fair road.

Via Green Camp and Essex Pikes, both smooth gravel roads to the southwest of Marion, you can reach Richwood, sixteen miles. A beautiful ride in pleasant weather is to take the Green Camp Pike to Green Camp, six miles, then follow the road on the west bank of the Scioto River to Prospect, six miles. Dirt road from Green Camp, good only in good seasons.

Marion to Delaware, direct south twenty miles, good stone and gravel pike, slightly hilly part of the distance, but a pleasant and delightful country to pass through, thence to Columbus, twenty-five miles; roads fair.

The Marion and Delaware Pike passes through Waldo, nine miles, and Norton, ten miles, two small villages. Another route to Delaware is south via Prospect, ten miles, east to Waldo, four miles, then south to Delaware, eleven miles.

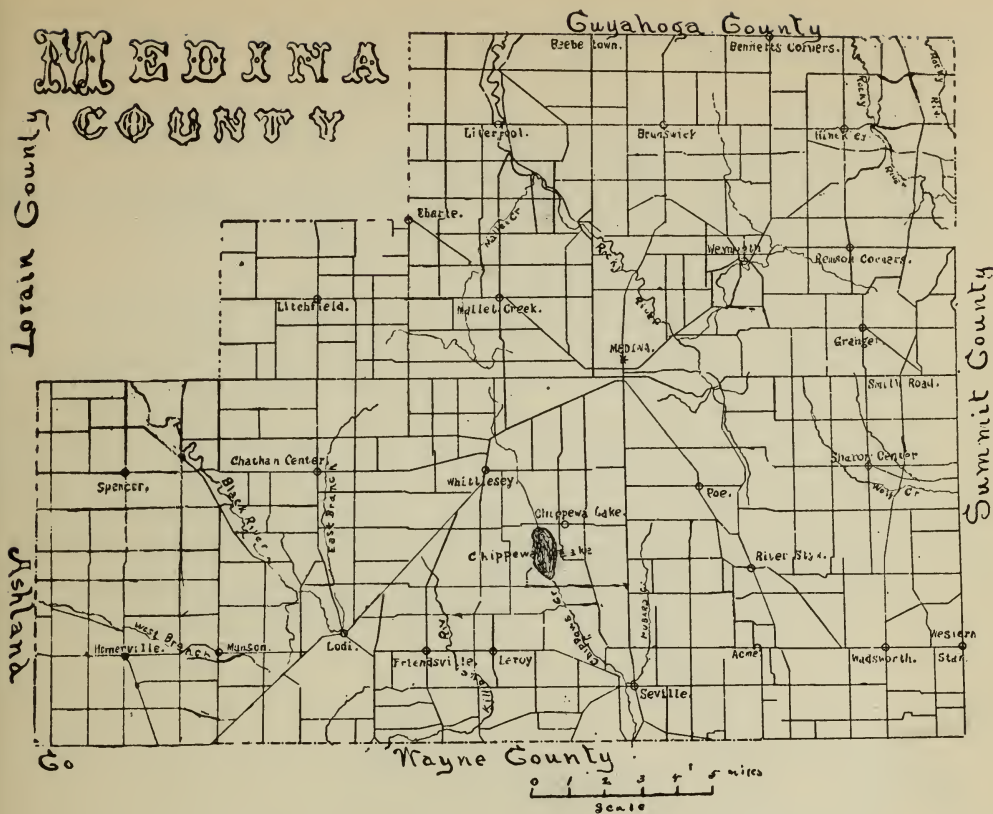
Leading east from Marion is the Richland Pike. This is a good gravel road, but has no outlet except in good weather, when the dirt roads will lead to Cardington, sixteen miles, and Mt. Gilead, eighteen miles, both in Morrow County.

Another pike leads east from Marion to Caledonia, nine miles, and in good weather the roads are excellent to reach Galion, in Crawford County, twenty-one miles from Marion, also Bucyrus.

A good, all gravel road to Bellefontaine, Logan County, is via Green Camp, Essex, West Mansfield and East Liberty—all small, but picturesque villages—a distance of forty-four miles; the last ten has some very high hills, but is a very beautiful country.

From there you may reach Sidney, Shelby County, but still a rather hilly country. Distance twenty-four miles.





MEDINA

Area, 420 Square Miles; Population, 21,742.

Is in the northern part of the State, and is separated from Lake Erie by Lorain and Cuyahoga Counties. The population of the principal localities is: Seville, 599; Lodi, 568; Liverpool, 240; Medina, 2,073; Wadsworth, 1,574; Western Star, 77.

In regard to the roads, etc., in this county, Mr. E. R. Root, of Medina, says:

The character of the roads during the summer time about the village, for within fifteen miles, is very good. The roadbed itself is of clay, and during the winter and spring is usually very bad—in fact, impassable for a wheel—but, during the summer, except after a heavy shower, they make very good wheeling roads. The country round about is rolling. West of Medina the roads are quite level, with few or no hills. East of Medina the hills are frequent and about fifty feet high.

Starting from Medina to Akron on the wheel, twenty miles due east, we take the road just in front of the postoffice and continue straight east for about fifteen miles. Here we meet a fork and take the right road, and this leads us into Akron.

Going to Cleveland, we take what is usually called the Pike. It runs north and south, and

passes the American House, where our wheelmen usually start. This road runs direct into Cleveland. It is very good and slightly rolling, and not particularly hilly. After getting about ten miles out of town, the wheelmen will strike plank roads, and then have the best of wheeling into the city.

In going to Seville we take this same road, only going directly south, turning neither to the right nor to the left.

In going to Wellington you take the road just in front of the American House and follow it straight west into Wellington. There are no forks or turns.

There is no sand anywhere about Medina, but within about five miles of Akron there are some pretty heavy sand hills. These may be avoided by taking what is known as the Diagonal. This road starts at the American House, turns to the right past the schoolhouse, and then the next road is the Diagonal.

To this Mr. A. A. Bostwick, of Seville, adds:

The road used the most by traveling wheelmen is the Pike running from Wooster to Cleveland. It is a moderately rolling dirt road, generally in good condition. After leaving Wooster it passes through Madison, a small burg; then Creston, quite a railroad center, on the New York, Pennsylvania and Ohio Railroad, the Wheeling and Lake Erie Railroad, and the Baltimore and Ohio Railroad. It is in Wayne County and has a population of five hundred. Three miles further, on the same road, is Seville.

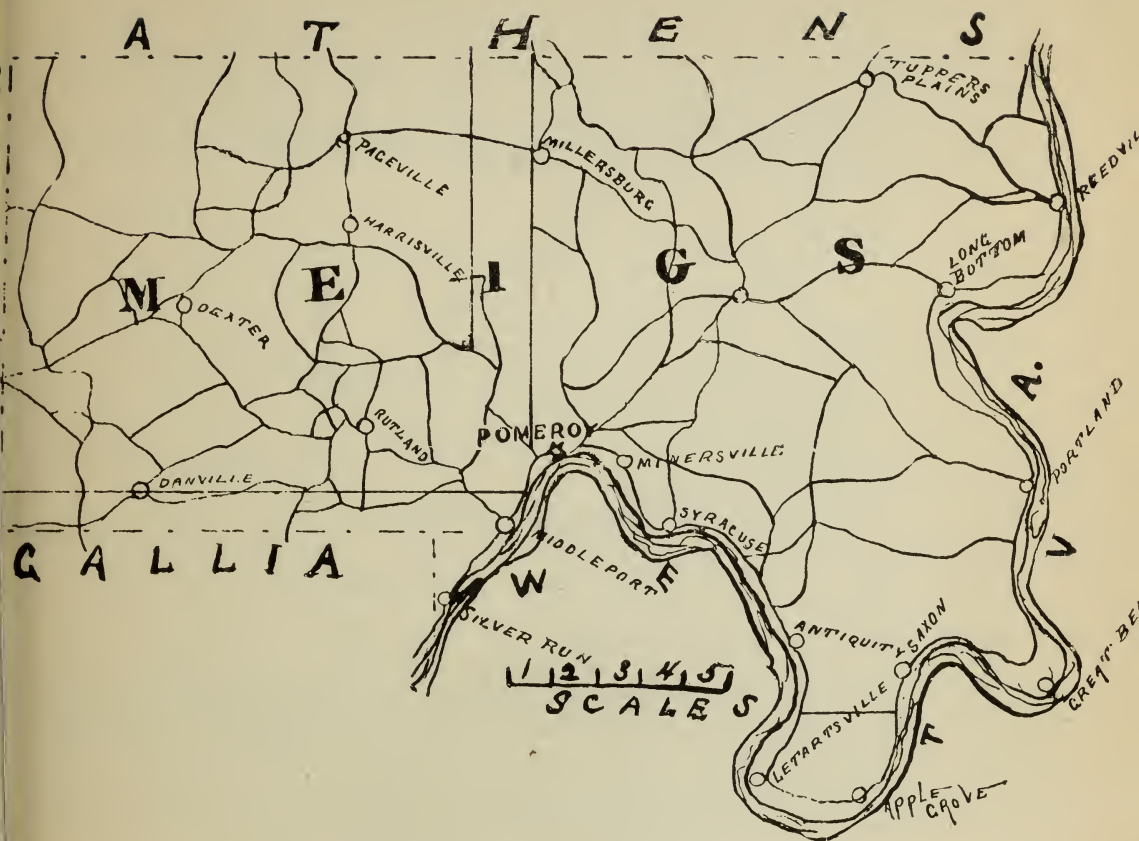
From Seville there is a grand macadamized road running three miles west to LeRoy, where the Ohio Farmers' Insurance Office is located. Five miles northwest of Seville is Chippewa Lake, quite a summer resort and picnic ground. The road to it is a rather level, fair dirt road. Seven miles east of Seville is Wadsworth. It is a dirt road, quite rolling and indifferent, but traveled some by wheelmen. The Pike turns north at Seville. It makes a gradual turn between Creston and Seville, so that it runs east into Seville. It is a rather rolling road nine miles to Medina.

Lodi is a thriving little town eight miles west of Seville; macadamized three miles to LeRoy. The other five miles is good dirt road and quite level.

From Lodi it is twenty miles northwest to Wellington. Good dirt road and quite level.

I know of no tourists from other States passing through Medina County.





MEIGS

Area, 415 Square Miles; Population, 29,813.

Is on the Ohio River, the seventh county from the Pennsylvania line. The population of the principal localities is: Pomeroy, 4,726; Middleport, 3,211.

Salt and coal abound here, and the tourist should not fail to visit the salt wells at Pomeroy.

In regard to the roads, Mr. R. S. Davis, of Middleport, says:

There are three roads out of Middleport that are passable for wheelmen, one going south, one north, and one west. The south road follows the river to Gallipolis, and is known as the

"Gallipolis Road." To leave town by that road, one should go out Main Street to the hills, turn to the left, or south, and, keeping as near the hills as possible, pass the Kentucky and Middleport Depot, and go through Leading Creek Bridge, a mile from town. Then there is but one road, going through Cheshire, five miles, Addison, and to Gallipolis, eighteen miles. Roadbed dirt, a little sandy in places, but withal, fair in riding season. There are a few swells, but no large hills to climb; road is well shaded and scenery fine. The road going west is a continuation of Mill Street. It goes to Rutland, six miles, then branches toward Wilkesville and Harrisonville. Roadbed dirt; indifferent. Surface is hilly. This road also goes on from Rutland, through Albany and Athens. Very hilly. Road north passes through Pomeroy, two miles, Minersville, Syracuse, Racine, etc. Roadbed dirt; fair condition; no large hills. Owing to the surrounding hills, the majority of tourists pass through this county on the train, unless coming up from Gallipolis.

I have just come down from Ann Arbor, Mich., on my wheel. About ten miles southeast of Chillicothe the country became so hilly that my tour was more of a pedestrian trip, and it was necessary to take the train from McArthur to Gallipolis.

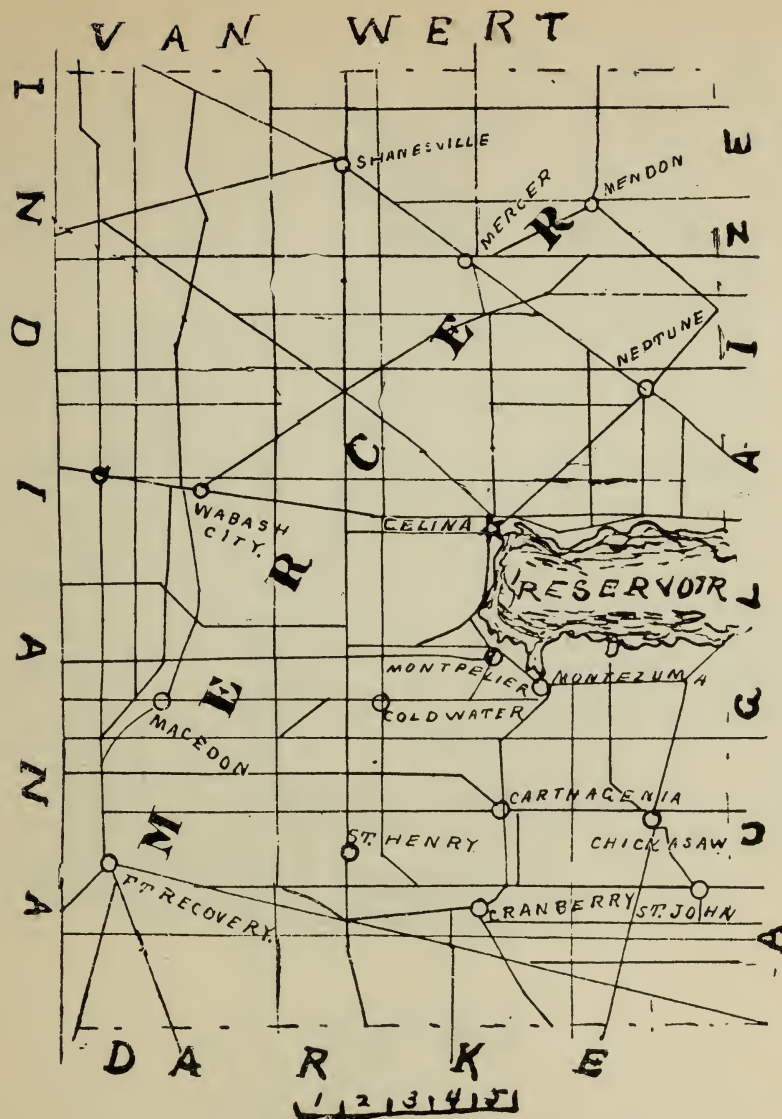
MERCER

The following is from the old Hand Book:

This county has only a few pikes. What pikes there are, are good. Mud roads are fair, except in case of rain. One pike, running west of Celina to the State line, then two miles mud road, which connect a pike running to Bryant, Ind. Nine miles west of Celina is a pike which intersects the pike running south to Fort Recovery. Another pike running six and a half miles northwest. Another pike running northeast to Neptune; then two miles of mud road, which connect with a pike to St. Mary's.

Parties coming here from the east will come by way of St. Mary's and Neptune. Celina lies on the northwest bank of the largest artificial body of water on the globe, and wheelmen are invited to come and spend a few days rowing, fishing and hunting on our reservoir.

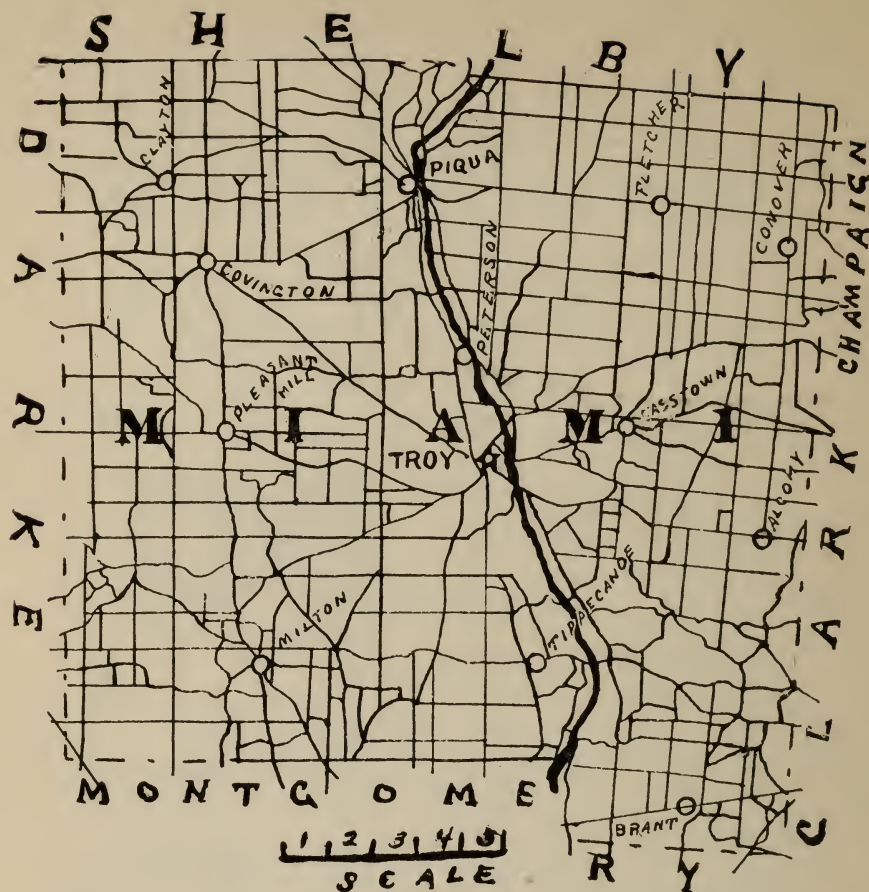




MERCER

Area, 460 Square Miles; Population, 27,220.

Is on the Indiana line, the sixth county from the Ohio River. The population of the principal localities is: Coldwater, 490; Shane Crossing, 993; Fort Recovery, 1,186; Celina, 2,702; Mendon, 400.



MIAMI

Area, 396 Square Miles; Population, 39,754.

Lies west of the center of the State, and is separated from the Indiana line by Darke County. The population of the principal localities is: Troy, 4,494; Casstown, 292; Tippecanoe City, 1,465; Bradford, 1,338; Covington, 1,778; Pleasant Hill, 521; Huntersville, 760; West Milton, 796; Piqua, 9,090.

In regard to the roads, etc., Mr. J. H. Julian, of Troy, writes:

The tourist is not apt to experience much trouble on any of the six hundred and some odd miles of free pike in Miami County. Nearly all of the roads may be classed as good. It must be

remembered, however, that about all of the roads in the Miami Valley are constructed of gravel and will vary in smoothness from one season to another. He may also be annoyed occasionally, especially in the fall, by short stretches of fresh gravel. The country is generally level, with just enough coasting to break the monotony.

Troy is the county seat. Here take your bearings from the Public Square, in the center of the city. Should you be touring southward, toward Dayton, and do not object to going a little out of the way, go directly out Market Street, turning to the right just west of town on to the West Milton Pike. Keep this road for about three miles and a half, when you bear to the right on the Fenner Pike. This will take you down the Horse-Shoe Curve and across Stillwater. After crossing the river turn to the left on the first road, the Dayton and Covington Pike, and in a few minutes you will be in Ludlow. Stop here a moment and see the picnic grounds and Ludlow Falls.

You can then proceed southward, through West Milton, down the Stillwater Valley, to Dayton, over the most picturesque road in this part of Ohio. A shorter route to Dayton, by some five miles, may be had by going east on Main Street five squares, turn to the right, and you are on the Dayton and Montgomery Pike, almost an air line of twenty miles between the two cities. Still another road to Dayton may be found by continuing out Main Street, across the Bradford Bridge, and bearing to the right on the Charleston Pike.

If you want the most direct road to Springfield, keep straight on after crossing the Bradford Bridge, bearing a little to the left, and you will get there after traveling about twenty-three miles.

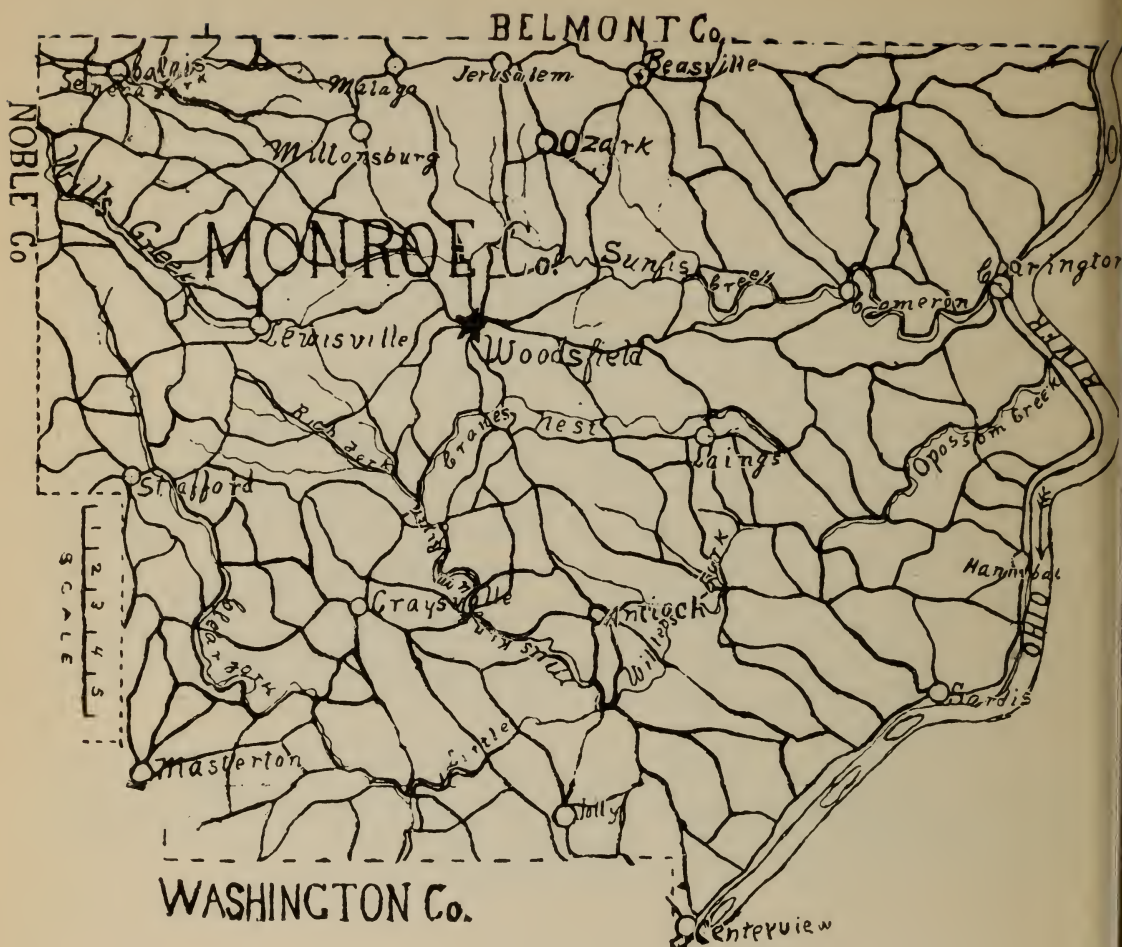
The tourist, northward to Sidney and Lima, should go west on Main Street six squares, turn to the right, cross the river, and turn to the left, and follow the main road eight miles to Piqua. After passing through Piqua you will have your choice of two or three roads to Sidney, though the best way is, probably, the one to the left, which you will take directly after crossing the river on the north of Piqua. From Piqua to Sidney is twelve miles. This city (Piqua) is the largest in Miami County. You will find here several large manufacturing concerns, some of which it will pay you to visit.

Touring from Dayton to Troy, via the Dayton and Covington Pike, turn to the right at the schoolhouse, about a mile south of Ludlow Falls. This will bring you down one of the most delightful of coasts, nearly a quarter of a mile long, and perfectly safe all the way down. At Troy do not fail to visit the Trojan Cycling Club. Their latchstring is always on the outside for friendly wheelmen. Should you enter Troy when the streets are muddy, take the sidewalks, if you want to, but be careful. Keep off the sidewalks in Piqua. Stop at the Hotel Barry, and obtain any further information you may need of the Local Consul, J. H. Julian.

Mr J. C. Cron, of Piqua, adds:

The roads leading from Piqua are: To Dayton and Cincinnati, go direct south from Public Square. To Sidney and Lima, go direct north from Public Square. To Urbana and Columbus, go one square north from Public Square, turn to the right, and go due east through two small towns called Fletcher and St. Paris. To Greenville, go five squares west of Public Square, turn to the left, and follow the Covington Pike, which passes through three small towns—Covington, Bradford and Gettysburg. The touring wheelmen usually take these roads.



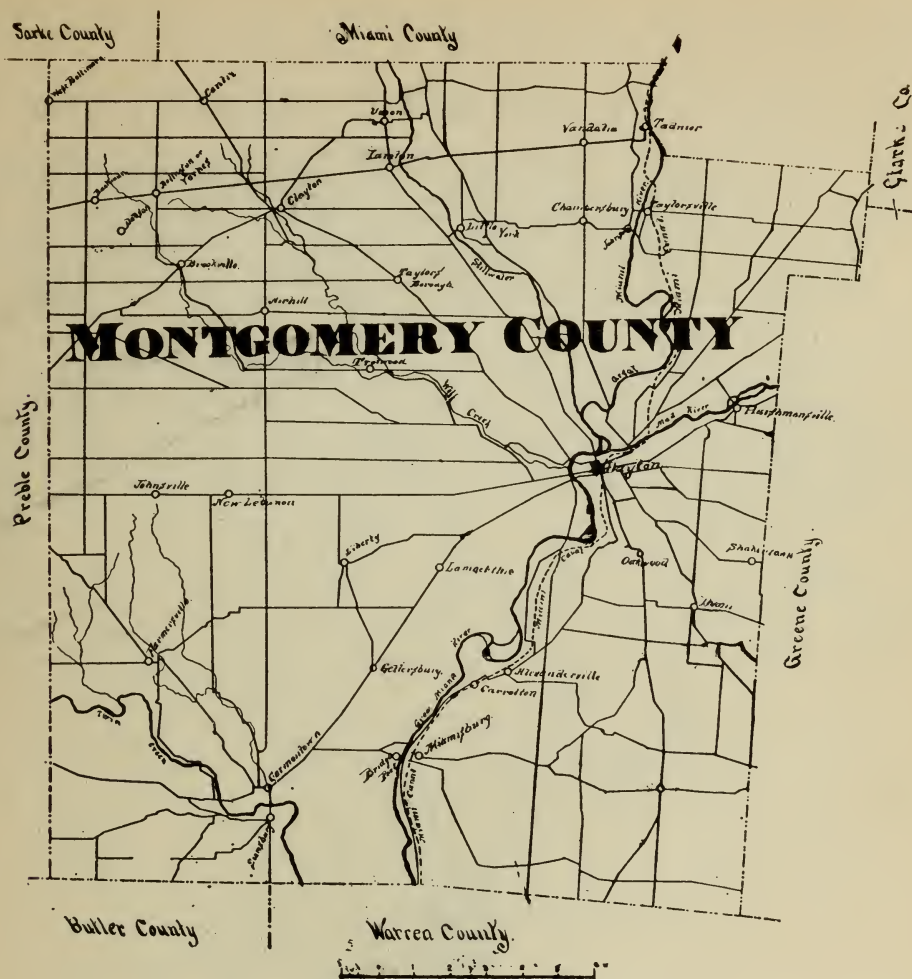


MONROE

Area, 468 Square Miles; Population, 25,175.

Is on the Ohio River, the fourth county from the Pennsylvania line. The population of the principal localities is: Woodsfield, 1,031; Jerusalem, 112; Miltonsburg, 123; Clarrington, 762; Calais, 135; Beallsville, 512; Graysville, 107.

Nothing concerning the roads in this county can be learned, but from the looks of the map and the fact that there are no League members in this county, it may be conjectured that the roads are hilly and that the county is an excellent one for wheelmen—to avoid.



MONTGOMERY

Area, 480 Square Miles; Population, 100,852.

Is in the southwestern portion of the State. The population of the principal localities is: Dayton, 57,978; Chambersburg, 69; Vandalia, 265; Brookville, 618; Phillipsburg, 270; Germantown, 1,437; Farmersville, 472; New Lebanon, 149; Miamisburg, 2,952; West Carrollton, 360; Centerville, 252.

The National Military Home is at Dayton. The following description of the roads is taken from the programme of the 1892 Meet:

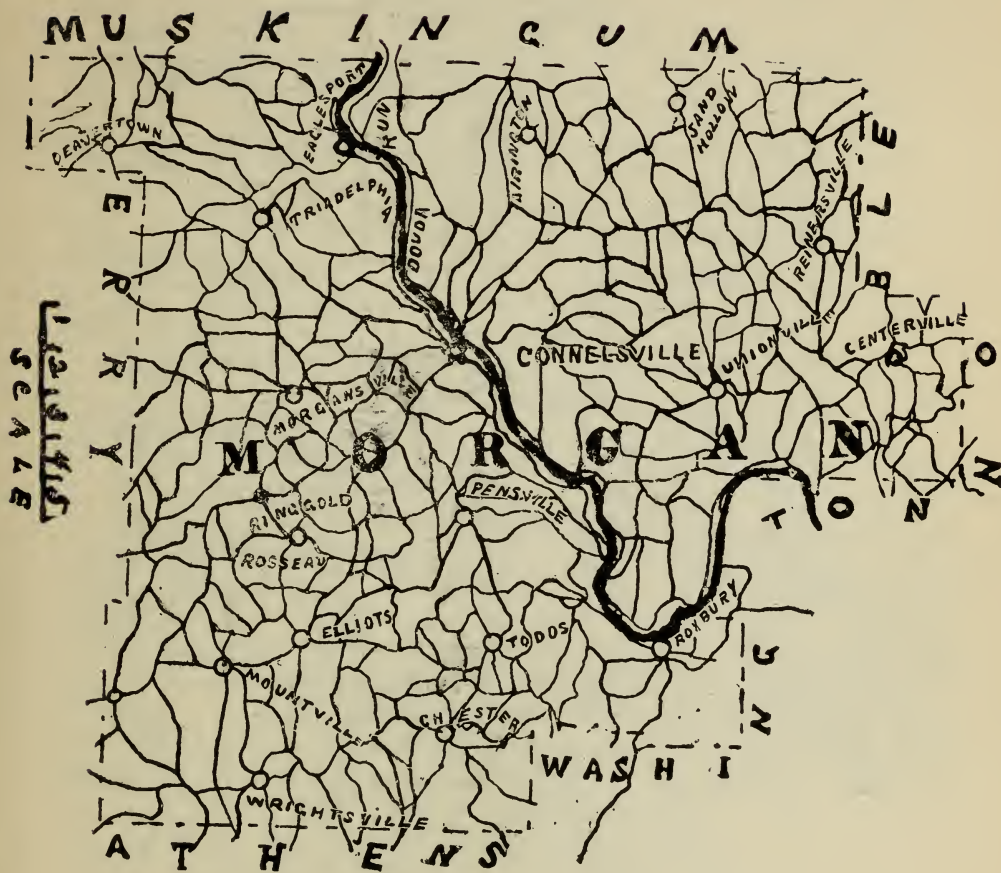
From the city of Dayton fifteen well-kept turnpikes branch out in as many different direc-

tions like spokes from a hub. Wheelmen coming from the north from Celina, Versailles or Covington will come by the Covington Pike through Pleasant Hill, Ludlow Falls, West Milton and Harrisburg, a straight road, entering the city on North Main Street over a mile of brick pavement.

Wheelmen from Toledo, Lima, Piqua or Troy have the choice of two pikes from Troy down. Both are good; the one through Vandalia and Chambersburg, although more hilly than the other, is several miles shorter.

The Brandt Pike reaches in a northeasterly direction from Dayton eleven miles to the town of Brandt. Parties from Columbus, London, Urbana and Springfield can come either of two ways from Springfield: over the Valley Pike through Medway, or over Springfield Pike through Enon and Fairfield. Another way from Springfield is by way of Yellow Springs. This is about three miles farther, but is an excellent road. Springfield Pike is always in good condition. Wheelmen touring from east or southeast through Xenia can come either over the Xenia or Shakertown Pikes. Both in fair condition. From the south, three excellent pikes enter the city. The Beavertown Pike on South Wayne Avenue, past the Insane Asylum, reaches to Beavertown (Dean P. O.) and Bellbrook. The Lebanon Pike from Lebanon, twenty-two miles, is somewhat hilly, but is one of the best pikes in the county. The Cincinnati Pike extends in a southwesterly direction and passes through Miamisburg, Franklin and Middletown. Riders from Hamilton come over this road from Middletown. The Germantown Pike extends in a southwesterly direction from Dayton twelve miles to the picturesquely located village of Germantown. In a direction due west from the city, reaches the Eaton Pike. This pike passes the north gate of the Soldiers' Home. Wheelmen from Richmond, Ind., and points west will enter by this road. The Wolf Creek Pike extends in a northwesterly direction. Wheelmen from Brookville and Arcanum can come by this route. And last, the Salem Pike from Salem enters Dayton through the pretty suburb of Dayton View.



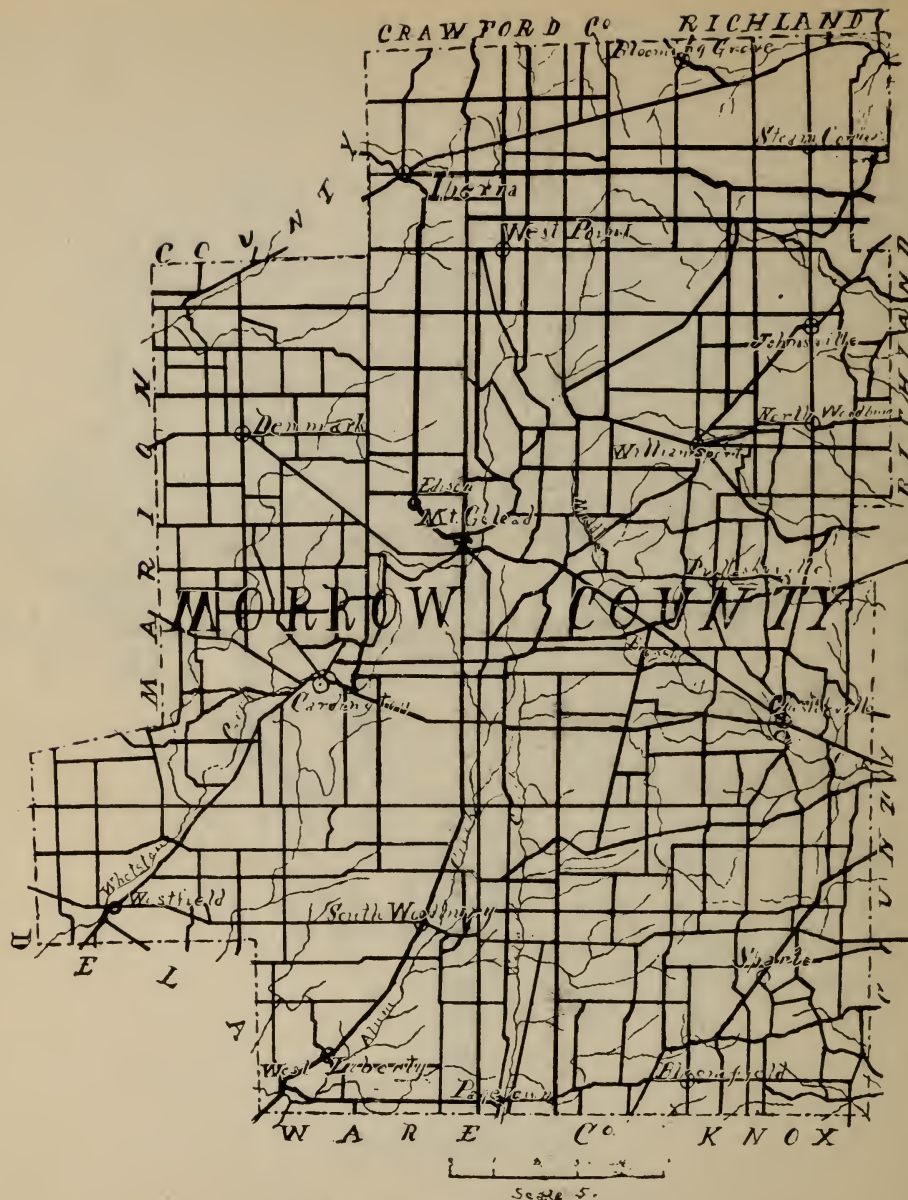


MORGAN

Area, 400 Square Miles; Population, 19,143.

Is southeast of the center of the State. The population of the principal localities is: Malta, 865; McConnellsville, 1,771; Stockport, 416.

The old Hand Book says that "the entire county is hilly and very rough." There is one redeeming feature about this county, and that is one lady League member in the county seat.



MORROW

Area, 432 Square Miles; Population, 18,120.

Is north of the center of the State. The population of the principal localities is: Marengo, 276; Cardington, 1,428; Chesterville, 268; Edison, 345; Mt. Gilead, 1,329; Sparta, 216.

The county has thirty miles of stone and gravel roads. Other roads are ridable in settled weather. The county has no League members.



MUSKINGUM

Area, 651 Square Miles; Population, 51,210.

Is east of the center of the State. The population of the principal localities is: Cannelville, 177; Roseville, 714; Taylorsville, 631; Fazeysburg, 610; Dresden, 1,247; Adamsville, 335; New Concord, 719; Norwich, 234; Zanesville, 21,009.

In regard to the roads, etc., Mr. S. M. Culbertson, of Zanesville, says:

Zanesville, the county seat, is a good wheel town, and numbers of touring cyclists pass through on the National Pike. These will find many points of interest about the town if they are not in too great a hurry. Manufacturing interests are many and varied, and the scenery adjacent

to the town is superb. Visiting wheelmen are cordially received by the local members of the fraternity. A good repair shop is located here. The following are the roads passing through, or taking their beginning in, Zanesville:

National Pike, east from Zanesville: Main Street is part of pike; macadam roadbed, loose stones on hills. All hills may be ridden, but grades are steep to Norwich, twelve miles; thence to New Concord, fifteen miles, generally level, and good road, only one hill; on to Cambridge, twenty-six miles, hills and rough road.

National Pike, west from Zanesville: Leaves city via Main Street, across Y Bridge. Tourists will follow street which leads from left fork of bridge. First mile bad, but (macadam) improves to Mt. Sterling, eight miles, going through rolling country with two steep but rideable hills. From Mt. Sterling to Hopewell (nine miles from Z.) rough up grade. To Gratiot (eleven and one-half miles from Z.) down grade, good riding. Very hilly, but good road through Brownsville (thirteen miles from Z.); Linville, eighteen miles; Amsterdam, twenty miles; one very steep up hill near this place; Jacksontown or Jacktown (twenty-two and one-half miles from Z.) To Hebron (twenty-six and one-half miles from Z.) from Jacktown is all down grade. From Hebron to Columbus (fifty-four miles from Z.) the road will be found sandy, rutty and generally bad, with no side paths. Inns in all these towns. This is the road taken by tourists from east and west. Those touring to and from Cincinnati, Dayton, Chillicothe, Portsmouth and other places in south central and southwestern Ohio would do well to avoid the National Pike west of Zanesville, and take the Maysville Pike, which goes through less hilly country and strikes the fine gravel roads south and west of Lancaster.

Maysville Pike from Zanesville: South on Sixth Street from Main Street; over Sixth Street Bridge, and south on Putnam Avenue to end of brick pavement, where turn diagonally to right and follow pike (macadam). First five miles part good gravel, part rutty, but all rideable. Rolling country. From Five-mile House to White Cottage (six and one-half miles from Z.); good road generally; down grade. Newtonville (seven and one-half miles from Z.); level road. Fultonham (ten miles from Z.); two rough and steep, but rideable, hills. Sego (fifteen miles from Z.); down grade, fine road. Somerset (twenty miles from Z.); splendid road; two steep hills. From Somerset to Lancaster, a distance of nineteen miles, the general tendency of the grade is down; country rolling, pike fine. From Lancaster to Chillicothe, a distance of thirty-six miles, the road is fine gravel pike, passing through Tarleton, Kingston (from which place to Chillicothe it is known as the Columbus Pike—Kingston is ten miles from Chillicothe) and Kinnekinick (six miles from Chillicothe); road enters Chillicothe across new bridge. From Chillicothe splendid gravel pikes will be found running to Cincinnati (known as Cincinnati Pike), Dayton, Columbus, Portsmouth, and all points in South Central and Southwestern Ohio.

Old Marietta Road from Zanesville: South on Sixth Street to Marietta Street; east on Marietta Street to foot of steep hill, where take road turning to right. Formerly a macadam pike, but fallen into a bad state of repair. Good during summer months. Runs through very hilly country to Chandlersville, High Hill, Zeno, Coal Hill, Young Hickory, and on to Marietta.

Muskingum River Roads, down from Zanesville: There are two roads, one on each side of the river, and both level. In summer, the road on right bank of river, going down, is best as far as Taylorsville and Duncan's Falls (across river from each other), being clay road, while the one on left bank is sandy; but in spring the latter has not yet been cut up by travel and is the better road, the right bank road being practically impassable because of mud. There is a side path on left bank most of the way, but this is dangerous riding, from nature of path. Tourists, in summer, should take west bank; in spring and late fall, the east bank. Below Taylorsville and Duncan's Falls, the west bank becomes so sandy as to be unrideable, and continues so to McConnelville; riders should take the east bank down from Taylorsville and Duncan's Falls, though they will find exceedingly rough and bad riding, with sand in places. These roads go past Brush Creek, Taylorsville (Philo P. O.), Duncan's Falls, Gaysport, Eaglesport, McConnelville, Malta and Beverly, to Marietta. Bridges from one bank of river to other at Zanesville, Brush Creek, Taylorsville (and Duncan's Falls), Gaysport, McConnelville (and Malta, across river), and at other points below.

Muskingum River Roads, up from Zanesville: West bank road leaves town via Fifth Street Bridge and River Street. First few miles (to Ellis Station, eight miles) fairly good, balance to Dresden, fifteen miles, so sandy as to be unrideable. East bank road leaves Court House via Main Street, Fifth Street, Market Street and Underwoods Street, branching to left from Adamsville Road, just beyond Mill Run Bridge, a small bridge on outskirts of town. Good for two miles; rough, sandy and unrideable balance of way to Dresden, fourteen miles. Bridge across river at Dresden.

Adamsville Road, from Zanesville: Leaves Court House via Main Street, Fifth Street, Market Street and Underwoods Street, branching to right at Mill Run Bridge, part macadam, part dirt road; hilly, but rideable to Adamsville. Three miles out, a good dirt road crosses the country east to the National Pike, which it strikes four and one-half miles from the city.

Frazeyburg Road, from Zanesville: Leaves Court House via Main Street, Fifth Street, Fifth Street Bridge to Maple Avenue Terrace, and out this avenue to first forks in road, where

take left fork. Rolling country and macadam road for four miles, after which dirt road (good in summer) and hills. Four miles from city a good cross road connects this road with Newark Dirt Road, and nine miles from town is a good cross road to Dresden Road. Other cross roads are unridable at all times of the year.

Newark Dirt Road, from Zanesville: Leaves Court House via Main Street and street at foot of Y Bridge, River Street to Lee, Lee Street to end of street, where turn to right. Dirt road known usually as the Poor House Road or Irville Road, but runs to Newark, a distance of twenty-eight miles. First four miles to Dillon's Falls, good; balance of road to Irville and Newark consists of hills that can be ridden neither up or down, and sand on levels. Tourists sometimes take this road, but they are warned against doing so, for it is one of the worst roads in the State.

Dresden Road, from Zanesville: Leaves Zanesville same as Frazeysburg Road, but take right fork at first forks in road. First two miles sandy, but rideable; nearly all the balance of road to Dresden, fourteen miles, unridable because of sand and hills.

Flint Ridge Road from Zanesville: Leaves Court House same as National Road west, except turn to left at third street after leaving Y Bridge. A good dirt road leading to Flint Ridge. Little used by wheelmen.

Coopermill Road, from Zanesville: Leaves the Court House same as the Maysville Pike, except leave Putnam Avenue by turning to the right at Harrison Street, one block, and to the left one block, where Coopermill Road begins. This is a dirt road, good in the middle of the summer, but at no other time during the year. Little used by wheelmen.

ROUTES FROM ZANESVILLE TO:

Norwich (population about 300), National Pike east; distance, twelve miles.

Sonora (population about 200), dirt road from Norwich; good in dry weather; about five miles from Norwich.

New Concord, National Pike east; distance, fifteen miles.

Cambridge, National Pike east; distance, twenty-six miles.

Mt. Sterling, National Pike west; distance, eight miles. Good inn.

Hopewell (population about 100), National Pike west; distance, nine miles.

Gratiot (population about 200), National Pike west; distance, eleven and one-half miles.

Brownsville (population about 150), National Pike west; distance, thirteen miles. Good inn.

Linville (population about 100), National Pike west; distance, eighteen miles. Good inn.

Amsterdam (population about 75), National Pike west; distance, twenty miles.

Jacksontown (population about 200), National Pike west; distance, twenty-two and one-half miles. Good inn.

Hebron (population 300), National Pike west; distance, twenty-six and one-half miles. Good inn.

Columbus, National Pike west; distance, fifty-four miles.

Newark: There are several routes to this place. The Newark Dirt Road (which see) is the shortest (twenty-eight miles), but it is unridable, and should be avoided. The best way is to take the National Pike west and turn off either at Linville, Jacksontown, or Hebron. Of the three branch roads, the one by Hebron is the longest, but the best. It is nine miles of level gravel pike, making the total distance thirty-five and one-half miles, while the road by Linville is twelve miles, making the total distance that way thirty miles, much of the cross road being unridable. The distance, by a very hilly dirt road, from Jacksontown to Newark, is six and one-half miles, making a total of twenty-nine miles.

Cincinnati: Riders may take the National Pike west (which see), but the best route is the Maysville Pike.

White Cottage (population about 50), Maysville Pike; distance, six and one-half miles.

Newtonville (population about 100), Maysville Pike; distance, seven and one-half miles.

Fultonham (population about 150), Maysville Pike; distance, ten miles.

Sego (population about 25), Maysville Pike; distance, fifteen miles. A dirt road runs from here to the National Pike west. It is impassable, except in midsummer.

Somerset (population about 1,000), Maysville Pike; distance, twenty miles. Two good hotels here.

Lancaster, Maysville Pike; distance, thirty-nine miles.

Chillicothe, Maysville Pike; distance, seventy-five miles.

Chandlersville (population 200), old Marietta Road; distance, about ten miles. Road good in summer. Scenery fine.

High Hill (population 20), old Marietta Road; distance, about fifteen miles. Road good in summer. Scenery grand. One of the highest points in the State.

Zeno (population 10), old Marietta Road. A dirt road branches here to Cumberland, which is rideable in midsummer; distance, about twenty miles.

Coal Hill (a postoffice), old Marietta Road; distance, twenty-five miles.

Cumberland, old Marietta Road to Zeno, thence by dirt road ; total distance, about twenty-nine or thirty miles.

Young Hickory, old Marietta Road ; distance, about thirty miles.

Marietta : There are two routes. The best is by the old Marietta Road. The shortest is by the Muskingum River Roads down. Tourists are advised to take the former road.

Taylorville (population about 200) ; distance, ten miles. Take Muskingum River Roads down the river.

Duncan's Falls (population about 200) ; distance, ten miles. Take Muskingum River Roads down the river, which see.

Brush Creek Bridge, Muskingum River Roads ; distance, five miles.

Gaysport, Muskingum River Roads down.

McConnellsville, Muskingum River Roads down ; distance, about twenty-six miles.

Malta ; see McConnellsville, from which it is across the river.

Roseville, leave Zanesville via Maysville Pike, and leave the pike at the first road to the left past the Five Mile House. Dirt road ; good in summer. Distance, about fifteen miles.

Beavertown (population about 500), can be reached from Roseville.

Powell's Mills, first village on Roseville Road.

Ellis Station, take the Muskingum River Roads up on the west bank of the river ; distance, eight miles.

Gilbert Station, take the Muskingum River Roads up on the east bank of the river ; distance, six miles.

Dresden : The wheelman is warned to take the cars to this point ; but, if he must ride, four routes present themselves : The right, or east river road up ; distance, fourteen miles, two miles of which is good riding, then follows ten miles of rough surface and almost unused road, and then two miles of sand. On the other side of the river much the same difficulties are found. The road known as the Dresden Road is unridable from two miles out because of sand. Much the best way is to take the Frazeyburg Road to a cross road nine miles out, which, leading to the right, brings up at the Dresden Road some six or seven miles from Dresden. By walking this distance through sand and sand-covered hills, the wheelman will reach Dresden after having covered sixteen or seventeen miles.

Coshocton : See Dresden for first part of route. From that point a good gravel road leads to Adam's Mills, four miles, then ten miles further comes Roscoe Road, in fine condition from May to November. This road crosses the Ohio Canal in sight of Adam's Mills. From Roscoe to Coshocton is one mile. The road crosses White Woman and Muskingum Rivers to the right (east). Gravel surface. Ridable the entire year, with good side path if rainy. Entire distance to Coshocton from Zanesville, thirty-one miles.

Adam's Mills : See Coshocton.

Roscoe : See Coshocton.

Mt. Vernon, via Coshocton, from which point take the Warsaw Road, nine miles north by northwest ; all level, fair riding, with some sand in places. Follow the White Woman River. From Warsaw ride west seventeen miles to Millwood, over fine gravel surface ; best of riding all the year round. From Millwood to Mt. Vernon is ten miles, going through the towns of Howard and Gambier. Total distance, fifty-eight miles. If the cars be taken to Dresden, this makes a good route ; otherwise the best route to Mt. Vernon is via the National Pike west and Newark, thence through Utica.

Adamsville, Adamsville Road (which see) ; distance, about fifteen to eighteen miles.

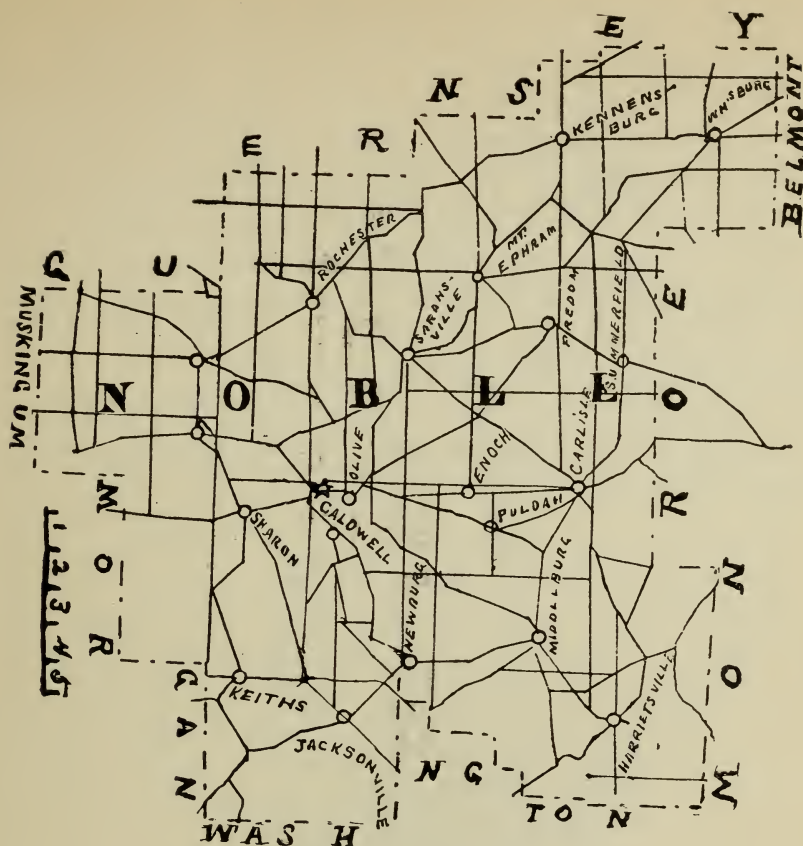
Dillons' Falls, take Newark Dirt Road ; distance, four miles.

Irville, take Newark Dirt Road ; distance, ten or twelve miles.

Frazeyburg (population about 400), take Frazeyburg road.

Flint Ridge, take Flint Ridge Road.

Coopermill, take Coopermill Road.



NOBLE

Area, 415 Square Miles ; Population, 20,753.

Is in the southeastern part of the State, and is separated from the Ohio River by Washington County. The population of the principal localities is: Batesville (Williamsburg), 327; Sarahsville, 306; Dexter, 217; Middleburg, 76; Summersfield, 582; Caldwell, 1,248; Mt. Ephraim, 250.

In regard to the roads, Mr. H. B. Coen, of Mt. Ephraim, says:

Not many tourists pass through our county. When they do they generally pass through Caldwell, the county seat. When going north the best road is past the Bellaire, Zanesville and Cincinnati Railroad Depot and planing mill, thence by the Sarahsville Road to Mt. Ephraim, thence to Senecaville in Guernsey County. Road, dirt and gravel; very good for wheel; first few miles a little hilly; last two-thirds of the road good; distance, about eighteen miles.

Going east from county seat: Take the road to the little village called Olive, thence the straight road running east for three and one-half miles, then the road bears off to the north, follow

it (the straight road). The first village is East Union, small place. Road fair. The best road is to Straw Town. Road level, and sand and gravel; good for wheel. When at the railroad crossing turn to right (east), thence by dirt road to Summerfield. Road fair for wheel. Keep Main Street through town (which is the one you come in on), follow it on to Woodsfield, county seat of Monroe County. Road fair; several hills along this entire road. When at Summerfield, if you want to go north, take Quaker City Pike for Quaker City. Distance from Summerfield, sixteen miles; road good for wheel all the year round. This road carries you through the north-eastern part of the county, and into Guernsey County.

Going northwest: Take road past planing mill to Belle Valley, thence to Hiramburg. Road not extra, tolerable hilly.

To go west: Go to Sharon (three and one-half miles), thence to Olive Green (two and one-half miles), thence straight road into Morgan County toward McConnelsville, county seat of Morgan County.

Going south: Take roads following the Cleveland and Marietta Railroad to Dudley, South Olive, etc. Road good; follow this road for Marietta.

To go southeast: Go east from south side of Public Square, and follow the road along the middle branch of Duck Creek to Middleburg, thence to Fredericktown, and on to Matamoras, on the Ohio River, the nearest river town.

For Cambridge: Take road running north via Senecaville.

For Bellaire: Take road running by way of Summerfield

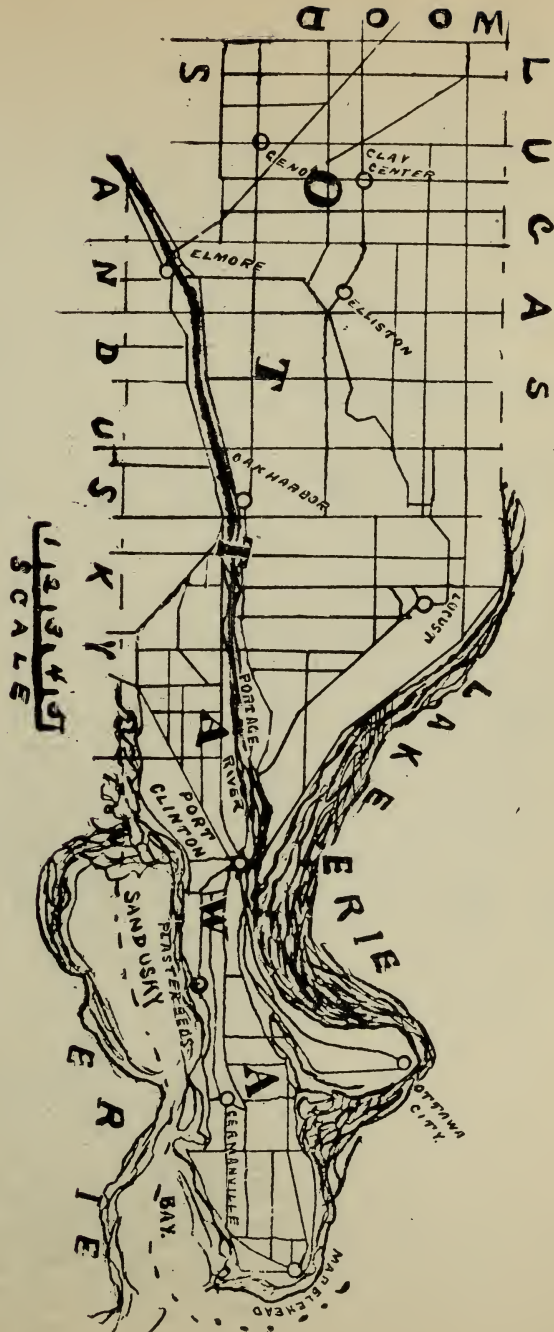
Or for Cambridge, nearest way, follow road running parallel with Cleveland and Marietta Railroad north. Road fair.

Most of the roads in Noble County are in good condition, mostly dirt and gravel. All the main roads are fair for wheelmen, especially in the northern part of the county. County thickly settled, people accommodating.

OTTAWA

The roads in this county are generally sandy, and are not inviting to solid tires. In regard to the roads leading to Catawba Island, Mr. B. O. Gamble, of that place, says:

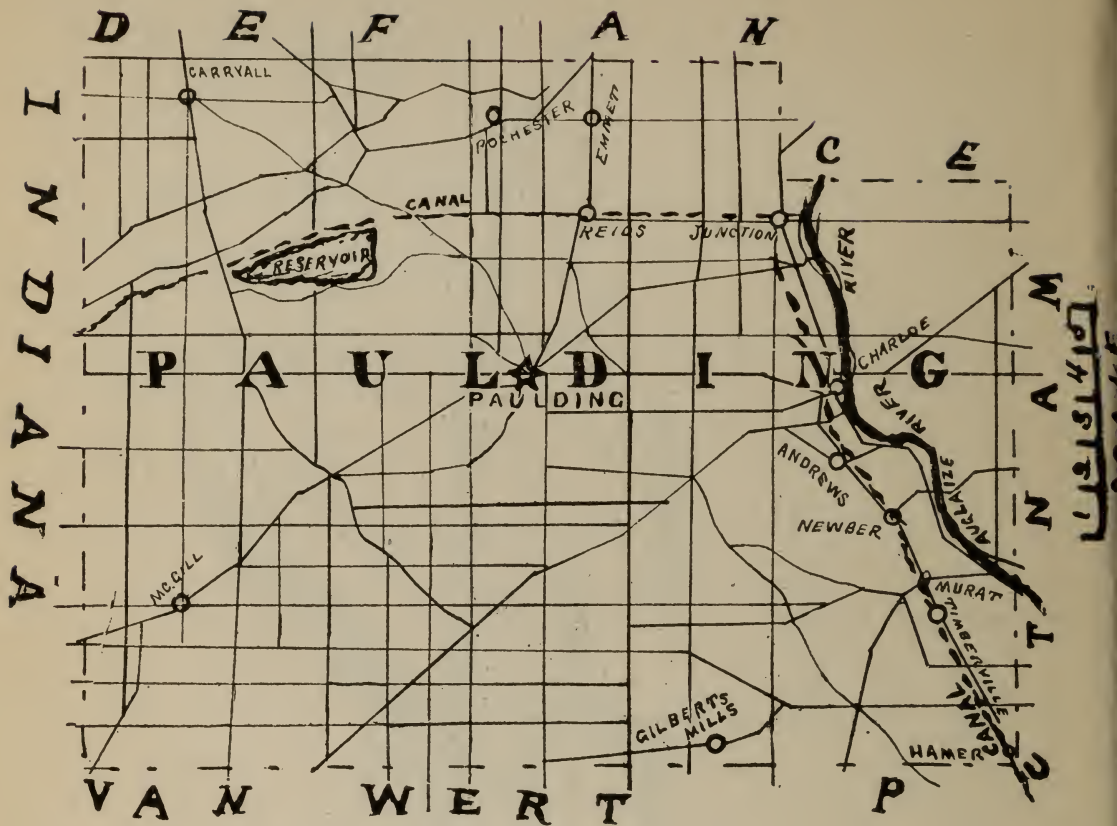
In going from Fremont, O., to Catawba Island, take the direct road to Port Clinton, O.; then take the road called the State Road, which is piked all the way to Gypsum, O.; then keep straight ahead on same road for one-half mile; then turn to the left and take what we call the cross road from Gypsum to the Harbor Bridge, which is about one mile; then keep straight ahead till you cross the Harbor Bridge; then follow the lake shore around that road, which is called the East Road, and which will take you direct to the village of Catawba Island, where the great summer resort is, and where you can make connection with boats for Cleveland, Detroit, Toledo, Put-in-Bay, Sandusky and Kelley's Island, O. You will have fine hard roads all the way, and this island is noted for its fine roads. Going from Fremont, O., to Lakeside, O., take the same route, excepting when reaching the Harbor Bridge turn to the right and that road will lead you to Lakeside. All good roads; about six miles from Harbor Bridge to Lakeside, and about seven to Marblehead, O., same road. From Fremont, O., to Catawba Island is twenty-four miles, and from Fremont, O., to Lakeside, O., is twenty-six miles; the roads I describe are level. Bicyclists often take this trip.



OTTAWA

Area, 311 Square Miles; Population, 21,974.

Is on Lake Erie, the second county from the Michigan line. The population of the principal localities is: Rocky Ridge, 483; Catawba Island, 550; Genoa, 839; Elmore, 1,198; Port Clinton, 2,049; Put-in Bay, 282; Oak Harbor, 1,681.

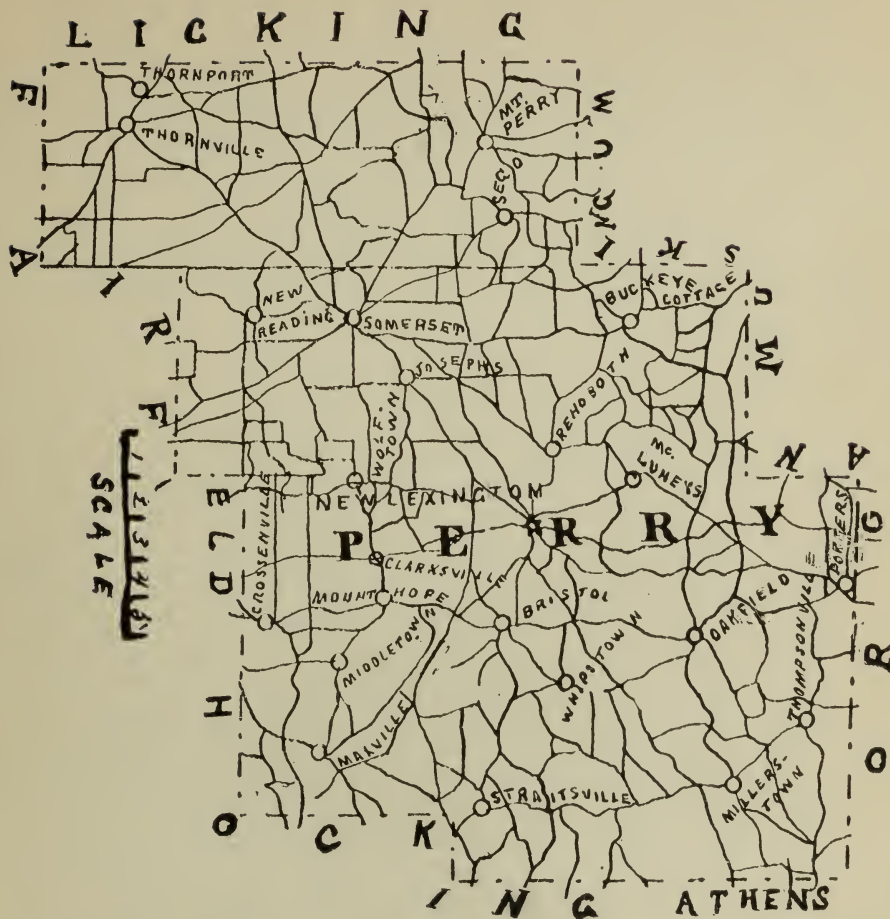


PAULDING

Area, 414 Square Miles; Population, 25,932.

Is on the Indiana line, the third county from the Michigan line. The population of the principal localities is: Payne, 1,146; Scott, 766; Melrose, 430; Oakwood, 378; Antwerp, 1,331; Cecil, 348; Latty, 594; Paulding, 1,879.

There are no League members in this county, and nothing concerning its roads can be ascertained.



PERRY

Area, 402 Square Miles; Population, 31,151.

Is southeast of the center of the State. The population of the principal localities is: New Straitsville, 3,747; Junction City, 394; Corning, 1,551; Rendville, 859; New Lexington, 1,470; Somerset, 1,127; Shawnee, 3,266; Thornville, 405.

PERRY

In regard to the roads, etc., Mr. Henry Klein, of New Lexington, pathetically remarks:

The road usually traveled by wheelmen in this county is the pike running east and west from Columbus, through Lancaster and Fultonham to Zanesville. The general condition of it is rather rough and hilly in some places. The other roads throughout the county are common, everyday dirt roads, intermixed with sand, and as a general rule are unfit for cycling, besides being very hilly on whatever road you go. From October to May, and sometimes part of June, cycling is entirely out of the question, the roads being impassable.

New Lexington is the county seat of this county, but is off the road for tourists.

As a general rule, wheelmen in going through this county have to walk at least one-half the way. Should any wheelman have any curiosity to visit the coal mines, they are situated in the southeastern part of the county at Rendville, Corning, Buckingham, Shawnee and New Straitsville, all within a radius of fifteen miles. The roads to these points of interest are very rough and hilly.

PICKAWAY

In regard to the roads, etc., in this county, Mr. N. T. Julian, of Circleville, writes:

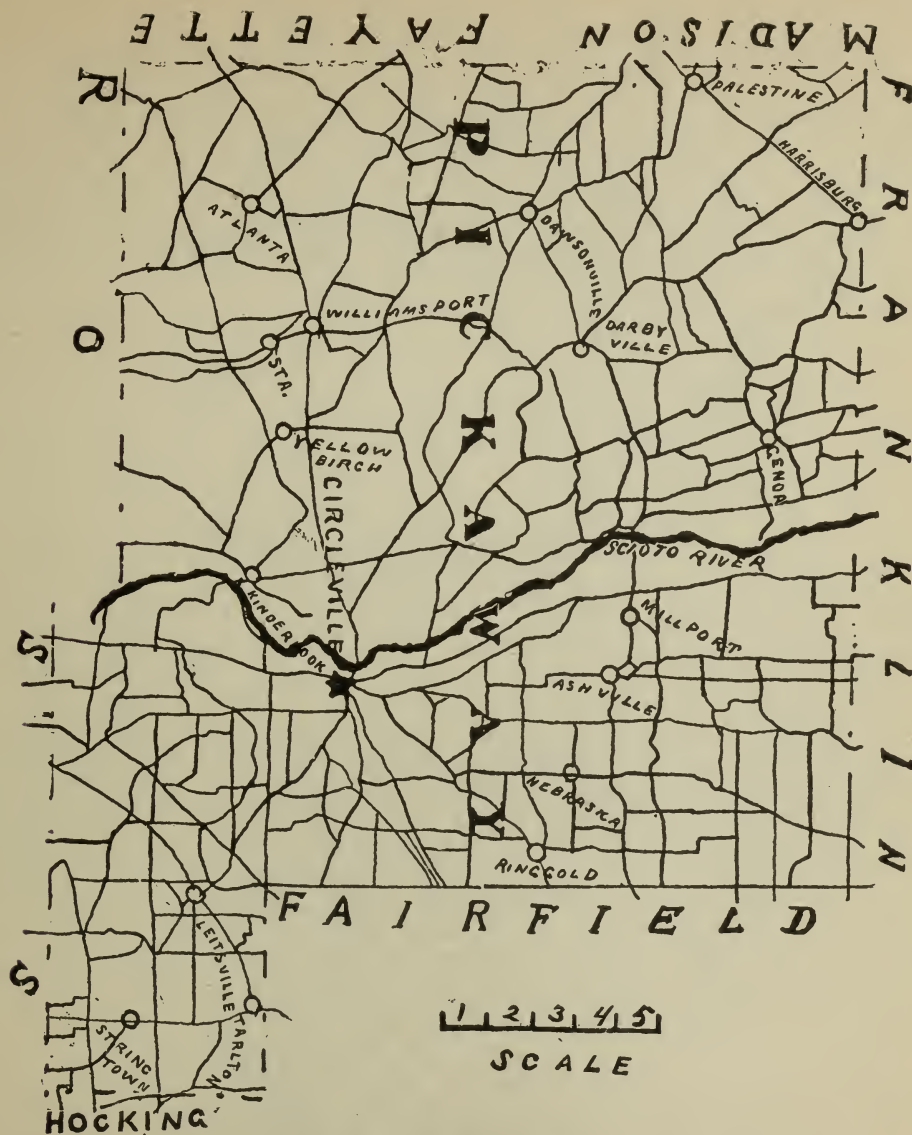
The Columbus and Chillicothe Pike is a good gravel road leading from north to south, nine miles south from Columbus to Shadeville, ten more to South Bloomfield, and another nine miles will land you in Circleville, where you can put up at the League Hotel (Pickaway House), and receive cordial treatment. Should you wish to continue south on this pike, you will have twenty miles to Chillicothe direct without any small towns between, unless you bear to the left here and take the Kingston Pike, which is not much out of the way, and just half way to Chillicothe. Frequently the Chillicothe Club makes the run up the pike to here, and returns by way of Kingston. Six miles south of here on the Chillicothe Pike is the historically noted Logan Elm. One-half mile south from Shadeville, turn to the left two miles and land in Lockbourne, a good fishing resort. Eight miles south by gravel pike will put you in Ashville; keep off the sidewalks here, or the village marshal will be after you. Nine miles of good road will land you in Circleville by an entirely different route from the first mentioned.

The Lancaster and Washington Pike is somewhat rolling on the eastern portion. An eight-mile ride from Lancaster to Amanda, then twelve miles to Circleville, continuing west, nine miles to Williamsport of good road, then ten miles to New Holland, then about eleven miles to Washington C. H. This road is all in fair condition.

The Circleville and Winchester Pike is mostly level and in good condition. Seven miles from here brings you to Nebraska, then eleven miles into Winchester. There you can take the Columbus and Groveport Pike into Columbus.

The Circleville and Royalton Pike is gravel and rolling. Seven miles to East Ringgold, and nine miles from there to Royalton.

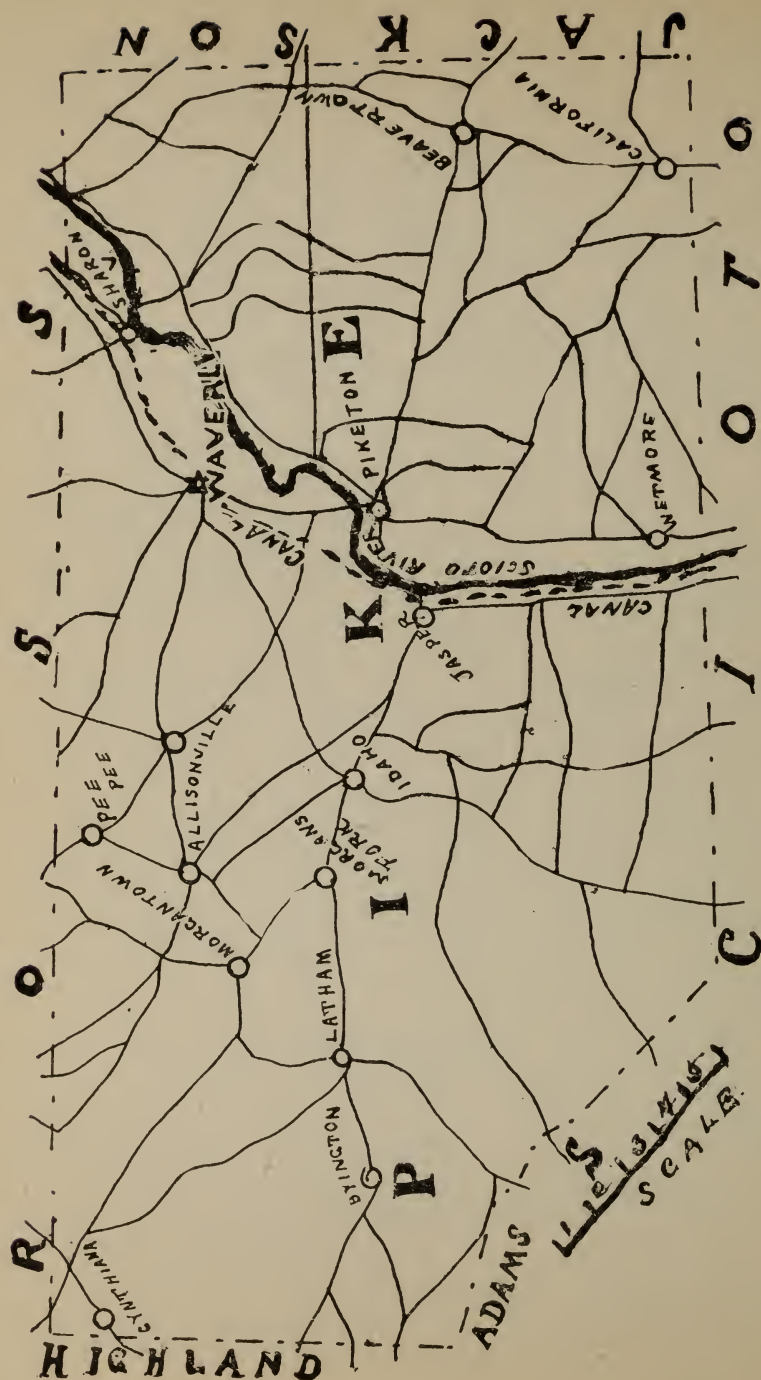
The Circleville and Adelphi is a good gravel pike, rolling and somewhat on the "down hill" order. There is some very pretty scenery along this road, and by this route you can go to the Rock House in Hocking County. This is a very popular summer resort, and to any one who has never been there I would say, Go, it is worth seeing.



PICKAWAY

Area, 501 Square Miles; Population, 26,959.

Is a little south of the center of the State. The population of the principal localities is: Circleville, 6,556; Williamsport, 368; Ashville, 430; South Bloomfield, 272; Darbyville, 257; New Holland, 683; Tarton, 448; Commercial Point, 265.



PIKE

Area, 436 Square Miles; Population, 17,482.

Is in the southern portion of the State, and is separated from the Ohio River by Scioto County. The population of the principal localities is: Waverly, 1,567; Picketon, 1,022.

In regard to the roads, Mr. David Stahler, Jr., of Waverly, says:

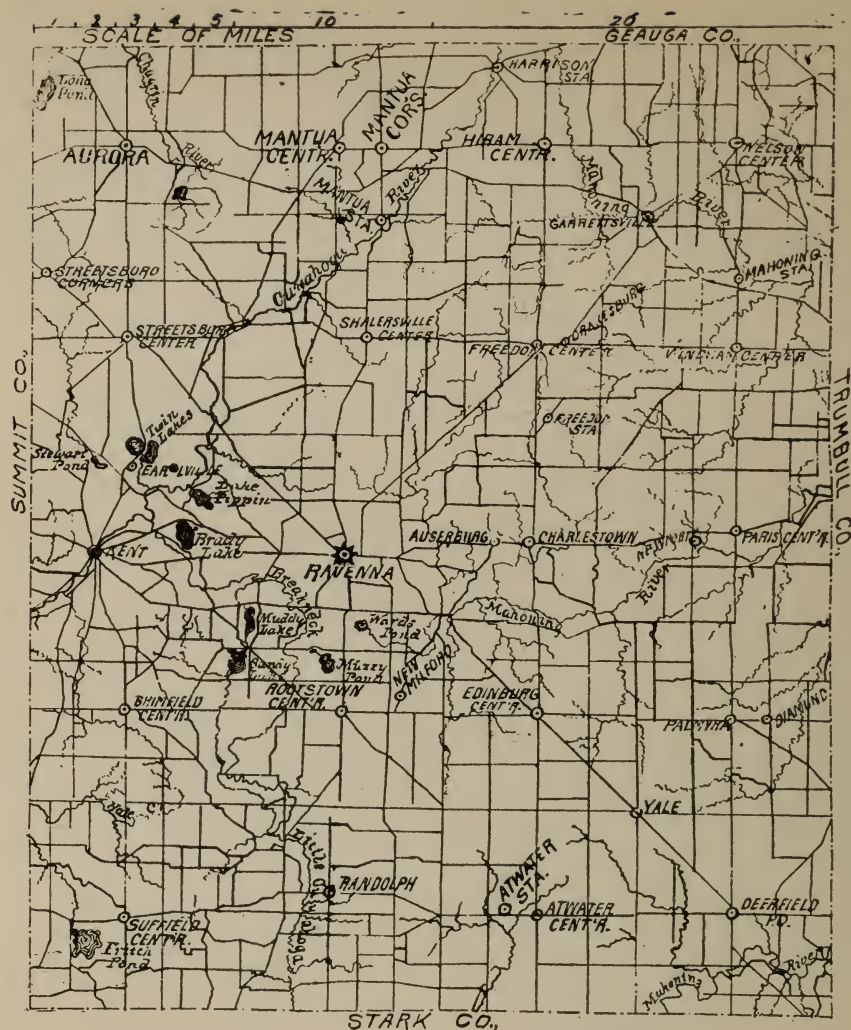
The roads usually traveled by wheelmen are from Chillicothe to Waverly, and from Waverly to Portsmouth. We have two roads to Portsmouth: one on the east side of the river and one on the west side. They are both good roads, built of river gravel. The east-side road passes Piketon, which is four miles from Waverly; Wakefield twelve miles, and Lucasville nineteen miles. The west-side road passes through Jasper, seven miles from Waverly, and Lucasville, twenty miles. This road I would consider the best road of the two: from here to Portsmouth by taking the west-side road to Lucasville and then crossing the river, then taking the east-side road from there. This road, from Waverly, follows the Ohio and Erie Canal, and is as level as a floor. The road from here to Chillicothe is rolling and somewhat hilly. But only four miles of it is in Pike County. These are the only roads in Pike County that are fit for 'cycling.

PORTAGE

In regard to the roads, Mr. Jno. J. Richardson, of Ravenna, writes:

The roads are in the main fair country roads (no pikes). The roads usually traveled by wheelmen through this county are mostly clay, with a little sand. What is known as the Main Road, due west from Ravenna to Kent (six miles), is bad. Parties coming from that direction would do better to take the train from Kent. Roads south from Ravenna are good gravel roads with a little sand. This is a favorite route to Canton and Alliance. Northeast from Ravenna lies Garrettsville, thirteen miles. The roads in this direction are fair, some sand and a few hills. Five miles northeast from Garrettsville is the famous summer resort "Nelson Ledges." The run can be made in thirty minutes from Garrettsville. North from Ravenna the roads are almost unridable, as they are very hilly and sandy. The townships of Mantua and Hiram are unridable for that reason. Would advise all wheelmen to steer clear of them. Parties bound for Cleveland from Ravenna should take train to Hudson, as roads are very bad. Parties going east from Ravenna to Youngstown and intermediate points will find good roads five miles due south from Ravenna.

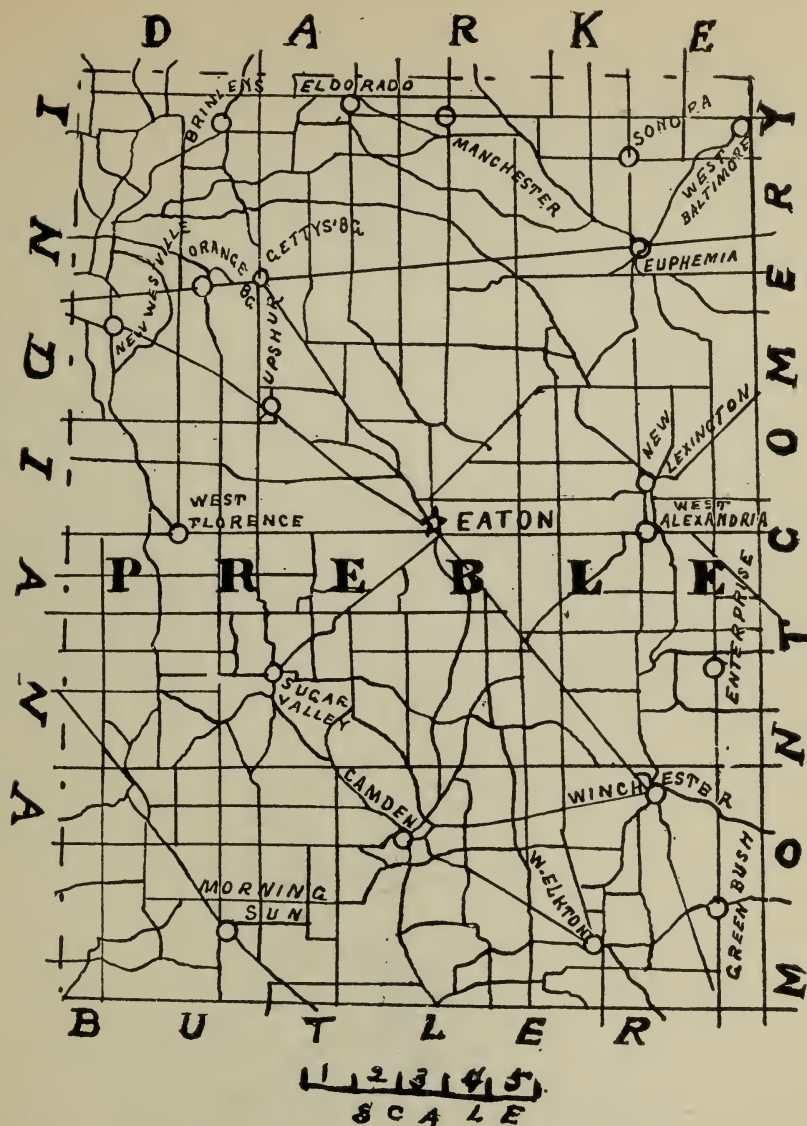




PORTAGE

Area, 480 Square Miles; Population, 27,868.

Is in the northeastern part of the State. The population of the principal localities is: Kent, 3,501; Mantua, 676; Ravenna, 3,417.



PREBLE

Area, 432 Square Miles; Population, 23,421.

Is on the Indiana line, the third county from the Ohio River. The population of the principal localities is: West Elkton, 216; Winchester, 389; Lewisburg, 486; New Paris, 812; West Alexandria, 575; El Dorado, 365; Camden, 846; Eaton, 2,934.

In regard to the roads, Mr. F. E. Overholzer, of Eaton, says:

The roads, principally, are: The Dayton and Richmond and the Eaton and Greenville. The latter is the finest road in the State.

All of the roads in the county are gravel, level and A 1.

Tourists going north from Eaton take the Eaton and Greenville Road to Greenville, the distance being twenty-five miles. The only town of any importance is Manchester, twelve miles from Eaton. Tourists going westward take the Eaton and Richmond Road to Richmond, the distance being sixteen miles. New Hope and Westville are on this road. Many tourists pass through this county by reason of its excellent roads. Preble County's Court House is a fine public building, which tourists should not fail to see. The Soldiers' Home at Dayton, O., is twenty-five miles directly east of Eaton.

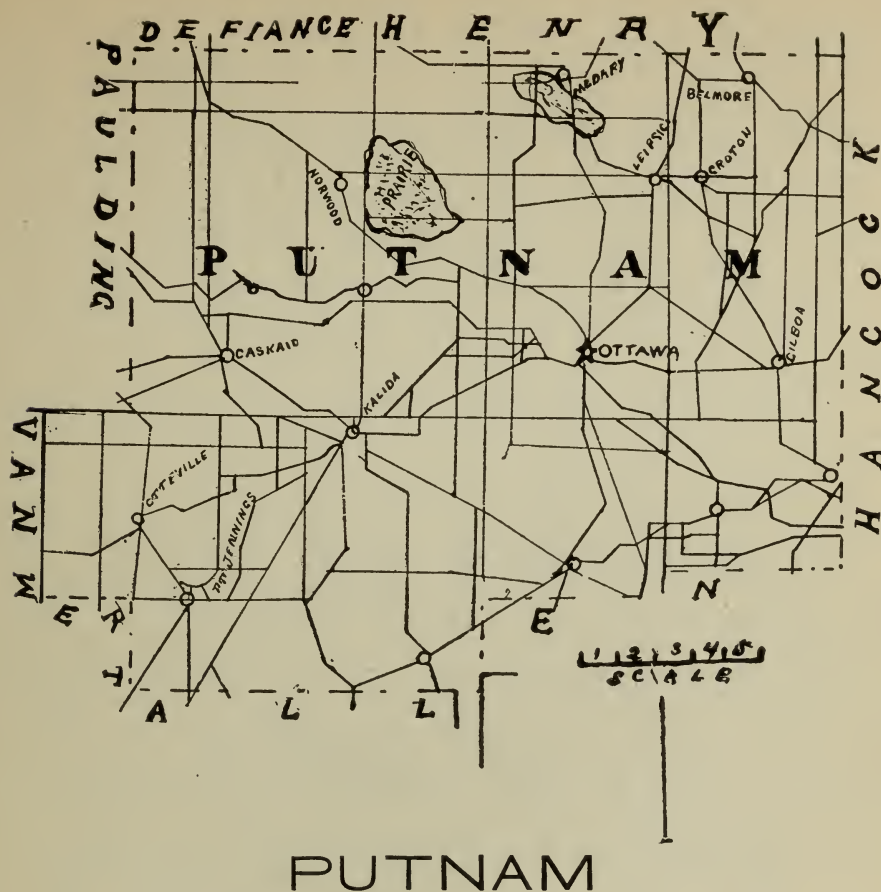
To this, Mr. Charles T. Talbert, of West Elkton, adds:

The roads usually traveled by wheelmen are straight through from Richmond to Hamilton by way of Eaton, Camden and Somerville. It is a pike all the way, a good road, except a little rolling between Camden and Eaton and Richmond, the balance level; it is gravel road and follows the Pittsburg, Cincinnati and St. Louis Railroad rather close, 45 miles, from Hamilton to Richmond. Then the gravel pike from Hamilton due north, commonly called the West Elkton and Manchester Pike, leads straight through to Lewisburg, and on north. It is a fair road, with the exception of being rather hilly between Seven Mile and here, in fact, hilly all the way; it is fifteen miles from Hamilton to West Elkton, five to Winchester, seven to West Alexandria.

The Camden and West Elkton Pike is the best way to get from Camden to Middletown; the roads through here are not what would be called good, but tolerably fair, mostly gravel, except about a mile of mud between Camden and here. It is six and one-half miles to Camden, and eleven to Middletown; the best road is to go straight through to the Middletown Pike. Our best road to Eaton is to go first to Camden over the hill. The Quaker Trace and Old Trace Roads are not much good for cycling, being hilly and loose gravel, mostly.

The pike from Richmond, through Eaton and West Alexandria, is used a good deal. It is a fair gravel pike, with a few hills; it is sixteen miles from Richmond to Eaton, six to West Alexandria, and eighteen on to Dayton—about forty miles from Richmond to Dayton.





PUTNAM

Area, 480 Square Miles; Population, 30,188.

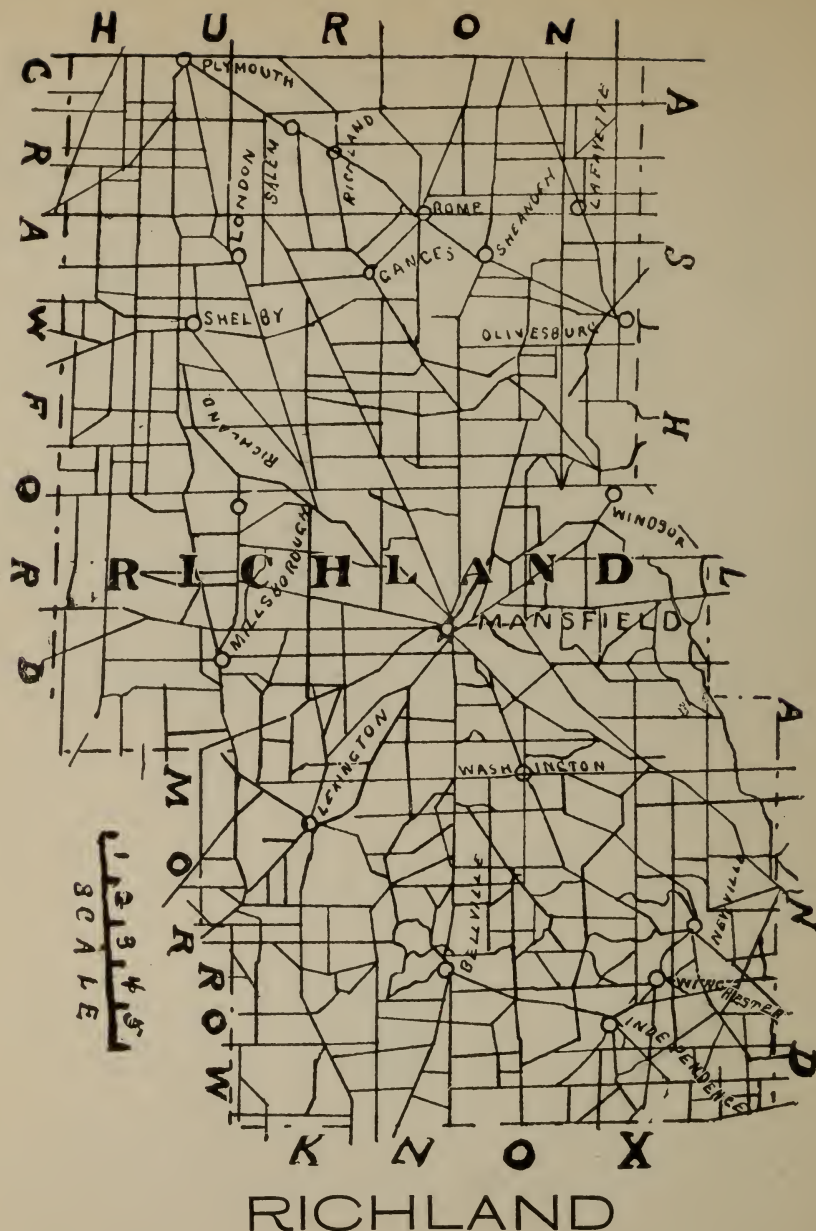
Is in the northwestern part of the State. The population of the principal localities is: Gilboa, 264; Ft. Jennings, 286; West Leipsic, 502; Marice, 895; Glandorf, 571; Ottawa, 1,717; Dupont, 531; Columbus Grove, 1,677; Kalida, 444; Belmore, 414; Leipsic, 1,353.

In regard to the roads, etc., Mr. Ed. Beardsley, of Ottawa, says:

The roads in this county are very good, being graveled between all towns in the county, with the exception of the extreme western part of the county, where stone and dirt roads predominate. The country is quite level. I know of no points of interest, unless it should be the Catholic Cathedral, which is considered about the finest in the State, and I need not mention the numerous oil and gas wells in easy access. This seems to be quite a favorite route for tourists in passing from southern cities to Northwestern Ohio, so that should it prove the lot of any wheelmen to pass through the burg, you will always find me glad to give any information I may be able to.

Mr. E. L. Marriott, of Dupont, briefly says:

The eastern portion of this county has gravel roads; the western portion dirt roads. This county is level, except the river roads, which are somewhat hilly.



Area, 487 Square Miles; Population, 38,072.

Is north of the center of the State. The population of the principal localities is: Shiloh, 644; Bellville, 941; Mansfield, 13,473; Lucas, 347; Plymouth, 1,133; Shelby, 1,977; Lexington, 432; Independence, 266.

In regard to the roads in this county, Mr. Lynn A. Le Fevre, of Bellville, writes:

Bellville is located in the southern part of Richland County, on the Lake Erie Division of the Baltimore & Ohio Railroad, and on the proposed line of the Eastern Central Railroad. It is on the direct wagon road from Mansfield, the county seat of Richland County, to Mt. Vernon, the county seat of Knox County.

From Bellville, direct to Mansfield, the distance is ten miles; hilly, with more up than down going toward Mansfield; surface common dirt, with several trying stretches of sand. A better route from Bellville to Mansfield is via the Lexington Road. Riding west from the park in Bellville one-half mile, the tourist will find himself alongside the Midland Telephone Line. By following this twelve miles, he will land in Mansfield over a road with easy grades and with a generally fair surface.

Starting south from the park in Bellville, the road is hilly and the valleys sandy for six miles to the village of Palmyra, in Knox County; thence four miles, with better surface and easy grades, to Fredericktown. In the vicinity of Fredericktown are several Indian mounds and remains of earthworks of interest to the student of ancient mound building.

South from Fredericktown a good dirt and gravel road leads to Mt. Vernon; distance, seven miles.

The road leading west from the park in Bellville is generally level, with dirt and gravel surface, to Johnsville, in Morrow County, eight miles; thence west twelve miles to Mt. Gilead, the county seat of Morrow County. From Johnsville a road leads northwest to Climax, ten miles, to Caledonia, Marion County, five miles, and to Marion, eight miles; making the distance from Bellville to Marion thirty-one miles.

To go east from Bellville, follow Main Street south from the park to the southern limits of the village, then turn east. This is the best riding out of the village. The road, which is nearly level and of good quality for dirt and gravel surface, follows the beautiful valley of the Clear Fork of the Mohican, five miles to Butler, thence five miles to Newville.

By leaving this road at the iron bridge, two miles west of Newville, a ride of one mile brings the wheelman to Hemlock Falls, a noted local resort for picnic and camping parties. The spot is well worth a visit from the touring wheelman, especially if he carries a kodak.

Leaving Newville the road becomes more hilly, but the beauty of the scenery compensates for the additional outlay of muscle. After a ride of five miles and the descent of a long hill, dangerous for coasting, the wheelman reaches Perrysville, on the Pittsburg, Fort Wayne & Chicago Railroad, in Ashland County.

East from Perrysville the country is rolling, with easy grades and fine coasts; four miles to Loudonville; thence eight miles to Lakeville and Odell's Lake, a resort of more than local interest.

The following is from the Hand Book of 1886:

State roads cross the county north and south, and east and west, and several good county roads intersect it in all directions. There are no pikes, but good dirt and clay roads, which become very heavy during rainy weather, but dry off quickly. The State Road crossing the county east and west is a good clay road, comparatively level, entering the county from Galion and running thence east ten miles to Ontario, thence six miles to Mansfield, thence east, via Market street, nine miles, to Mifflin, in Ashland County, and on to Wooster, twenty-one miles.

A branch of the above road, turning off to the right two miles east of Mansfield, runs southeasterly to Lucas, six miles, thence eight miles to Perrysville, Ashland County.

Another good road enters the county from Crestline, running thence east twelve miles to Mansfield, and, leaving Mansfield via Fourth Street, continues east five miles to Fleming's Falls, thence nine miles to Ashland.

The east and west roads across the northern part of the county are poor.

In the southern end of the county a good gravel road enters Johnsville and runs thence eight miles to Bellville, thence east five miles to Independence; quite level, except a long stretch of sand half way, which can be avoided by leaving the main road one mile east of Bellville and crossing to a road which runs along a river and joins the main road again one and one-half miles west of Independence.

From Independence east five miles, to Newville, the road is fairly good and level, and thence northeast five miles, to Perrysville, is level and with good surface. Just west of Perrysville is a long, steep hill, unsafe for coasting.

The State Road north and south enters the county on the north via Shiloh, thence south fourteen miles to Mansfield, thence via Main Street ten miles to Bellville, thence ten miles to Fredericktown. South of Mansfield this road is hilly, with many long stretches of sand.

A better course from Bellville to Mansfield is via the right branch of the Johnsville road one-half mile west of town, thence northwest five miles to Lexington, thence seven miles to Mansfield. While somewhat sandy, and two miles longer, this route is less hilly than the direct road.

Another good road enters the county north from Plymouth, running thence, with some sand and one bad hill, eight miles to Shelby; thence, via Broadway, twelve miles to Mansfield, is a good but hilly road.

From Mansfield an excellent road leads northeast past the County Infirmary, ten miles to Olivesburg, thence ten miles to Savannah.

A fair road leads southeast five miles to Washington, thence nine miles to Newville and Hemlock Falls.

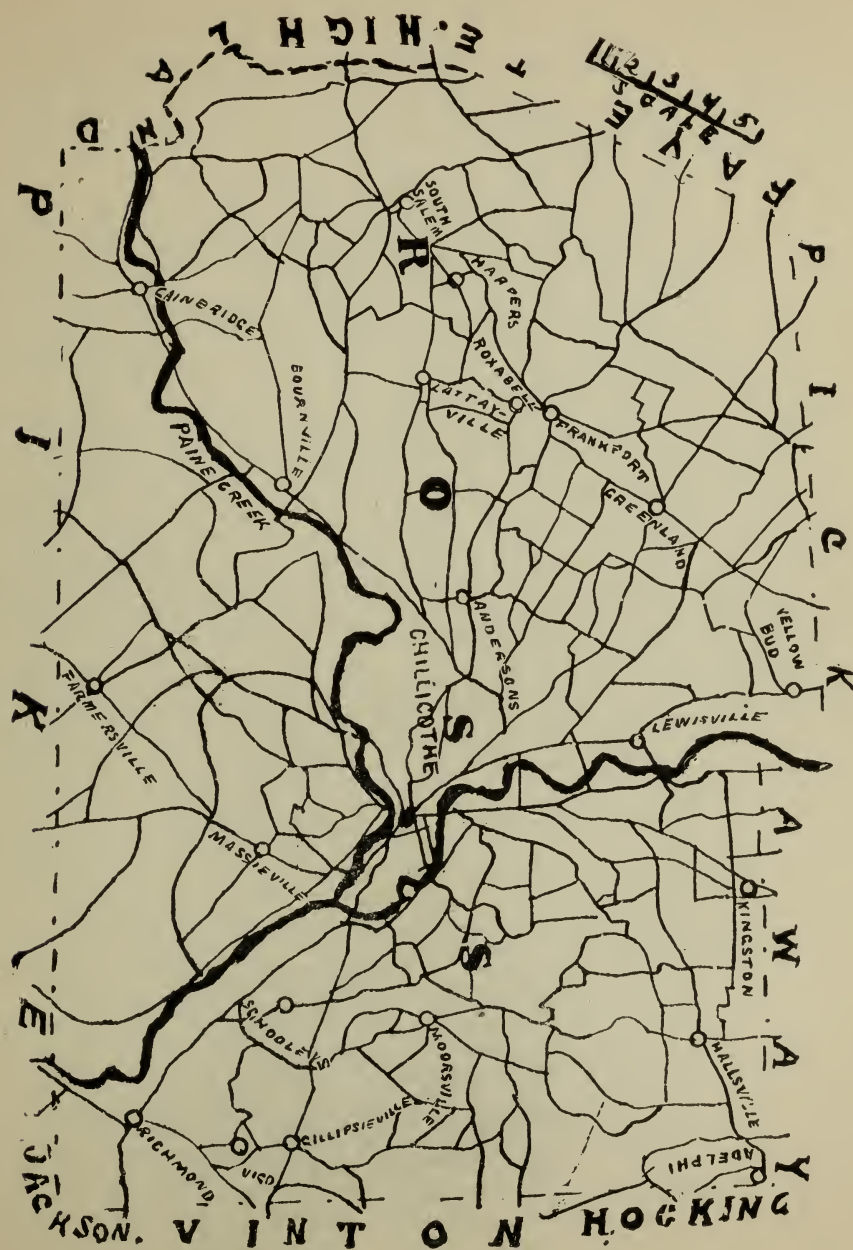
A splendid road leads southwest ten miles to Millsborough, thence twenty-seven miles to Marion.

An excellent one, via Lexington and Johnsville, to Mt. Gilead, twenty-six miles, and Delaware, forty miles.

Mr. O. F. Landis, of Shelby, adds:

The country roads are all dirt, except a few spots of sand. Wheelmen generally take the shortest road to their destination. The main roads are as good as any, except in dry weather, when they are dusty, the off roads are best. There are no hills near here that can not be ridden or coasted by an ordinary rider. Mansfield is the county seat. The County Infirmary is four miles north. Visitors allowed on Wednesdays only. The Intermediate Penitentiary is about one and one-half miles northeast of Mansfield. Wheelmen riding stolen wheels can board there when it is finished. Shelby is twelve miles northwest on Spring Mill Stream. The points of interest to wheelmen are the large bicycle works at present in course of construction, and the steel tube works, manufacturing cold-drawn weldless and seamless steel tubing for bicycles, the only manufactory of the kind on this side of the "big pond." Positively no admittance (it's a secret), but you are allowed the privilege of standing off about forty rods and looking at the building and fence, as they have it fenced in with a tight board fence nine feet high, like fair grounds.





ROSS

Area, 658 Square Miles; Population, 39,454.

Is south and a little east of the center of the State. The population of the principal localities is: South Salem, 263; Adelphi, 489; Frankfort, 667; Clarksburg, 378; Kingston, 751; Chillicothe, 11,288; Bourneville, 205.

In regard to the roads, etc., Mr. James McVicker, of Chillicothe, says:

To Waverly, Pike County: From Court House, Chillicothe, south on Paint Street, over Paint Creek, straight out Waverly Pike; five miles out is Massieville, a small village; eight miles out is Dividing Ridge, longest hill in Ross County, climb of one mile, and a most delightful coast on far side of one and one-half miles. Just beyond end of this coast, on left side of road, is Hewitt's Cave, marked by a stone monument on left side of road. This cave was the home of Wm. Hewitt, the Hermit, who spent his life here when the surrounding country was a wilderness. Twelve miles out is Alma, a small village; sixteen miles out is Waverly in Pike County. The roadbed is nearly all fine gravel pike, and generally in good shape. This is a very enjoyable run, as it affords beautiful scenery and fine coasting.

To Frankfort: From Court House, Chillicothe, west on Main Street to High Street, north on High to Marfield Mill, straight out Frankfort Pike, no turns. Ten miles out is Bray's Hill, the steepest hill in Ross County. Keep your wheel under control as this coast will make your hair stand on end. Twelve miles out is Frankfort. The roadbed is gravel pike; up grade from Chillicothe to summit of Bray's Hill.

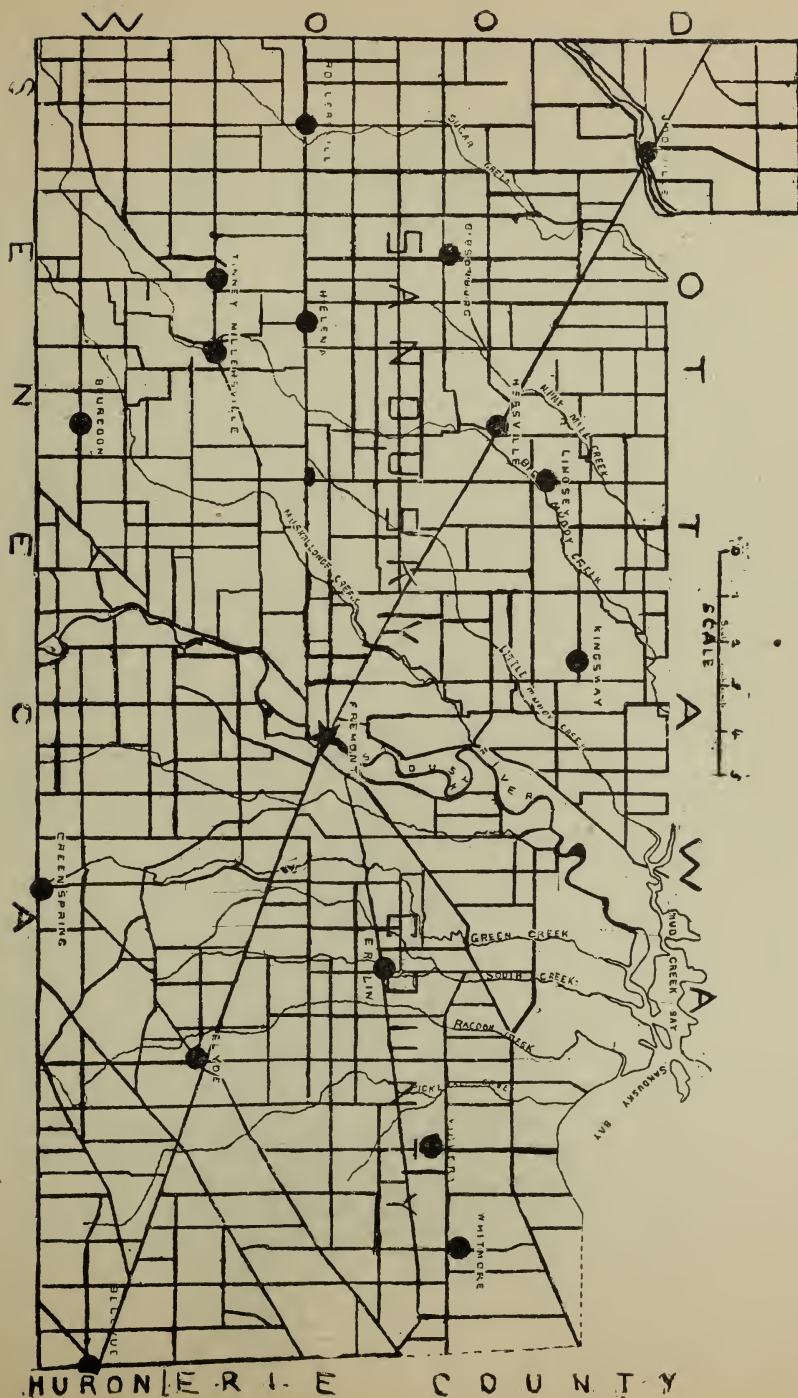
To Kingston: East on Main Street to bridge, north on bridge over Scioto River, straight out Columbus Pike. Three and one-half miles out is Hoptown, a small village; six miles out is Kinnikinnick, another small village; ten miles out is Kingston. Roadbed, gravel pike and generally good; up grade from Chillicothe. Road used to and from Adelphi, Circleville, Columbus, etc.

To Clarksburg: Frankfort Pike to Marfield Mill, take road to right over Ohio and Erie Canal, turn left at bridge over canal at finger board marked "To Clarksburg," keep Clarksburg Pike on to Clarksburg, sixteen miles. The road is gravel pike, generally fine. This is the route to New Holland and Washington C. H.

To Richmondale: East on Main Street to Hickory, south on Hickory to Eastern Avenue, keep to left side of canal, across Northern and Western Railroad track, one mile farther out Baltimore and Ohio Southwestern track, over Scioto River, at forks in road turn to right over bridge over Baltimore and Ohio Southwestern track, then straight down Richmond Pike to Richmondale, twelve miles. Road, hard gravel pike, generally fine. This route is through Ross County's finest farming lands, and many fine country homes can be seen en route. Road level. Road to left, at forks, leads to Londonderry.

To Bainbridge: West on Main to Milford Pike, straight out Milford Pike. Four miles out is Slate Mills, a small village; twelve miles out Bourneville; twenty-two miles out Bainbridge, a town of 800. This is the route to the Bainbridge Caves, a sight that no tourist should miss. Road, gravel pike and generally in fine shape.

Chillicothe, the county seat, is one of the oldest cities in Ohio. It lies between striking natural surroundings, being completely surrounded by beautiful hills. Her chief attraction in scenery is Grandview Cemetery, on the summit of a hill southwest of the city. In this beautiful city of the dead lie the remains of many of Ohio's early settlers, soldiers, governors and distinguished citizens. It also affords a beautiful view of the entire city and surroundings. At the head of Paint Street lies the City Park, which is becoming another of Chillicothe's beauty spots, and is fast showing what the hand of care can do. In the east side of this park is the Chillicothe Gas Light and Water Company's pumping station of Chillicothe's very fine water works system. The reservoir lies one mile west on the summit of the hills. Hundreds of skeletons, many of them wearing copper masks, are among the curiosities newly obtained from a group of ancient mounds near Chillicothe, and forming the most remarkable find of antiquities ever made in this country. Specimens illustrating the discovery have been sent on for exhibition at the National Museum, in Washington, but only a few out of the vast number of objects secured, which have been packed in thousands of soap-boxes for shipment by the exploring party, under direction of the World's Fair Commission. Not so much on account of their value and beauty have the treasures dug up excited astonishment, as by reason of their immense quantity, demonstrating the existence in former times of a great aboriginal population in the vicinity. Among them are pearls, not merely by scores and hundreds, but by hundreds of thousands—dozens of them as big as English walnuts, and fit for crown jewels, were they not spoiled by decay and blackened by fire.



SANDUSKY

Area, 418 Square Miles; Population, 30,617.

Is on Lake Erie, the sixth county from the Pennsylvania line. The population of the principal localities is: Fremont, 7,141; Clyde, 2,327; Green Spring, 910; Gibsonburg, 585; Lindsey, 458; Bellevue, 3,052.

In regard to the roads, etc., Mr. J. W. Pero, of Fremont, says:

Fremont is the county seat and principal town, located at the head of navigation on the Sandusky River. When in Fremont, wheelmen should visit Croghan Park, on the site of old Fort Stephenson, made famous by Colonel Croghan's defense and brilliant victory over the allied forces of the British and Indians, in the war of 1812. "Betsey Croghan," the only cannon used in the defense of Fort Stephenson, may be seen near the Soldiers' Monument in Croghan Park. Birchard Library, close at hand, will also amply repay a visit. A ride out Birchard Avenue, over a good fire-brick pavement, to Diamond Park, thence out Buckland Avenue, will take the rider to Spiegel Grove, the residence and grounds of ex-President Hayes.

The principal piked roads in the county are the Western Reserve and Maumee Turnpike, running diagonally through the county from Bellevue, northwest to the county line; the State Road, from Fremont to Sandusky, twenty-four miles; and the Greensburg Pike, from Fremont to Millersville, thence west to the county line. The roads in York, Townsend and Green Creek Townships are generally sandy, this being true also of Ballville Township, east of the Sandusky River; in the other townships of the county, dirt roads predominate, with occasional stretches of limestone macadam.

The Western Reserve and Maumee Turnpike is the principal thoroughfare for wheelmen touring through the county from east to west, and passes through the towns of Bellevue, Clyde, Fremont, Hessville, Woodville, and on through Wood County to Perrysburg, on the Maumee River, having a total length of forty-six miles. The first twelve miles from Bellevue west, is a fine gravel road; balance limestone macadam. During the riding season this road is always rideable, except for thirty-six hours after heavy rains.

Coming from the south by way of Tiffin, wheelmen will find a direct road on each side of the Sandusky River, between Tiffin and Fremont, their condition depending largely on the weather, part of the distance being over a dirt road. Distance, eighteen miles.

Green Spring, a quiet and very pleasant summer resort on the Seneca County line, will afford the visiting wheelman comfortable accommodations and a quiet resting-place, the hotel and grounds of the Oak Ridge Sanitarium being the principal attractions. Sand roads prevail in nearly all directions from Green Spring, and the wheelman should plan to avoid same.

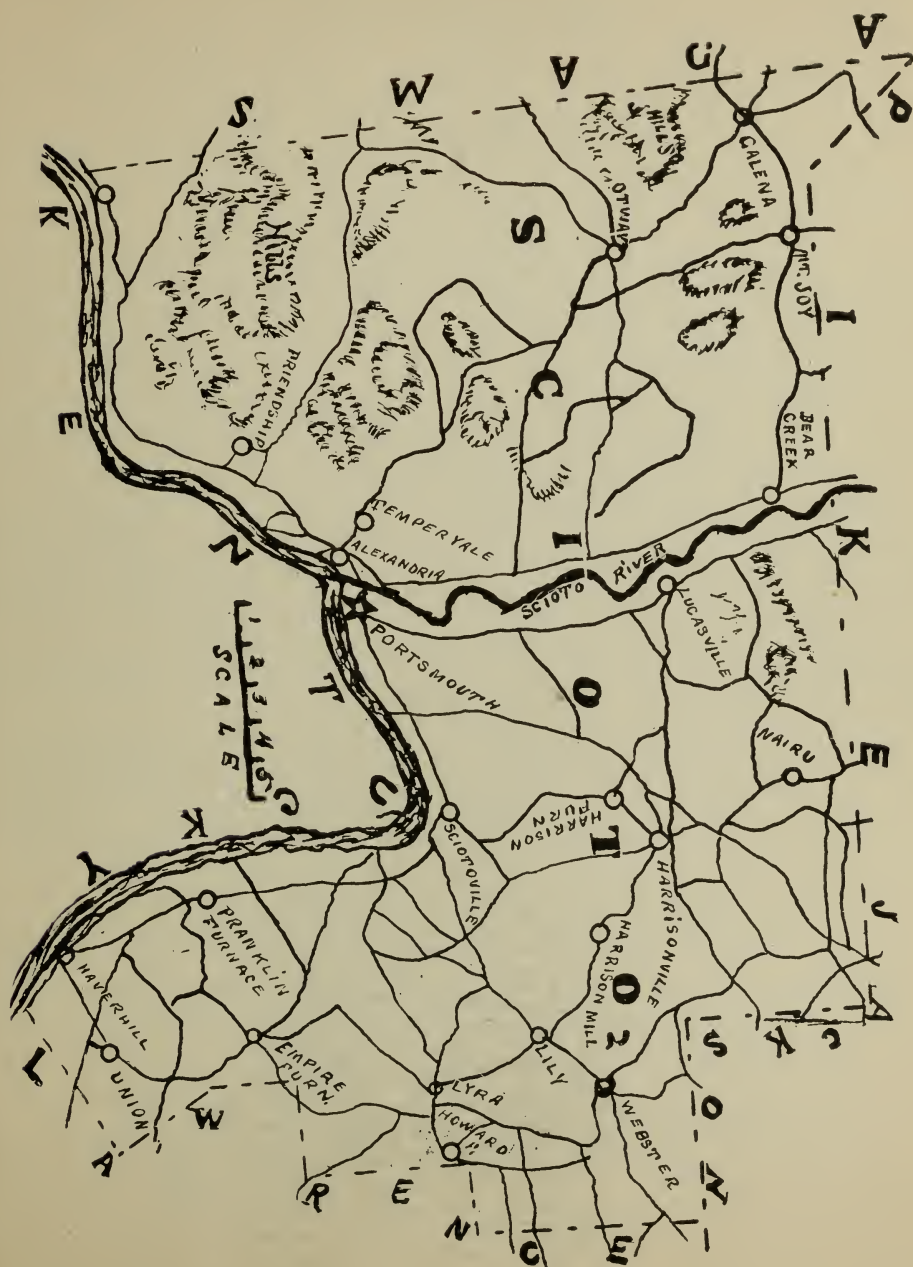
There is a good gravel road between Clyde and Green Spring, distance, five miles. Going from Fremont to Green Spring, the best route will be by way of Ballville village, across the Sandusky River at that point, thence south six miles by what is known as the Morrison Road, to the Seneca County line, thence east four miles. From Fremont to Millersville, via the Greensburg Pike, thence north to Helena and Gibsonburg, will take the rider through a portion of the Sandusky County oil fields, and bring him within a short distance of the Western Reserve and Maumee Turnpike, the main east and west road through the county.

The road from Fremont to Port Clinton, Ottawa County, distant sixteen miles, is a dirt road, good only during dry weather. Under favorable conditions, this will be found a very pleasant ride, as the many attractions of the Lake Erie Islands, Catawba Island and Lake Side, are within easy reach from Port Clinton.

Wheelmen can obtain meals only, at the club house of the De Mars Point Hunting and Fishing Club, at the Mud Creek Drawbridge, half way between Fremont and Port Clinton.

Mr. H. G. Huffman, of Clyde, adds:

The roads in this vicinity are quite level. Roads between here and Tiffin are good, having a clay bottom where they are not graveled. The point of greatest interest in our little town is the burial place and monument of General McPherson.



SCIOTO

Area, 613 Square Miles; Population, 35,377.

Is one of the Ohio River counties, and the fifth from the Indiana line. The principal cities, towns and villages are: Portsmouth, 12,394; Wheelersburg, 301; Buena Vista, 461; Rarden, 296; South Webster, 323; Sciotoville, 950 (estimated).

In regard to the roads, etc., Mr. Frank M. Smith, of Portsmouth, says:

Our roads are gravel turnpikes, quite good for riding most of the year; sometimes too dusty in summer and often muddy in the winter. The Gallipolis Road extends from the Lawrence County line on the east, and down the Ohio River, and is a wheel ride of beautiful scenery, coming through the historic "French Grant" most of the way, near the river and under majestic cliffs of sandstone. Nor is the rider at any time out of view of the Kentucky hills, which flank the Ohio River on the south, and terminate in an abrupt precipice at Portsmouth.

The Portsmouth and Buena Vista Turnpike, west from Portsmouth, furnishes a tour of interest and beauty. Buena Vista is nineteen miles west from Portsmouth, and there may be seen the greatest stone quarries in Ohio. The stone is famous all over the United States, much having been used in the great Custom House in Chicago.

The Chillicothe Turnpike runs north from Portsmouth through the famous Scioto Valley, which is studded with ancient mounds, and rich in bits of history of Indian warfare.

Around Portsmouth are many short tours for the sightseer. On the Kentucky side, one mile from the city, is the Ancient Fort, pronounced by Baldwin and Putnam to be one of the most interesting of ancient works. Enclosing an area of ten acres, its walls yet rise twelve or fifteen feet high; and oak trees three feet in diameter have been cut from the earthworks. The country around Portsmouth is hilly. Lawrence County on the east is made of iron ore, and the mines and furnaces are a never-failing source of interest to tourists. In Scioto County are mines of fire-clay, and in Portsmouth is the largest manufactory of fire-brick in the world.

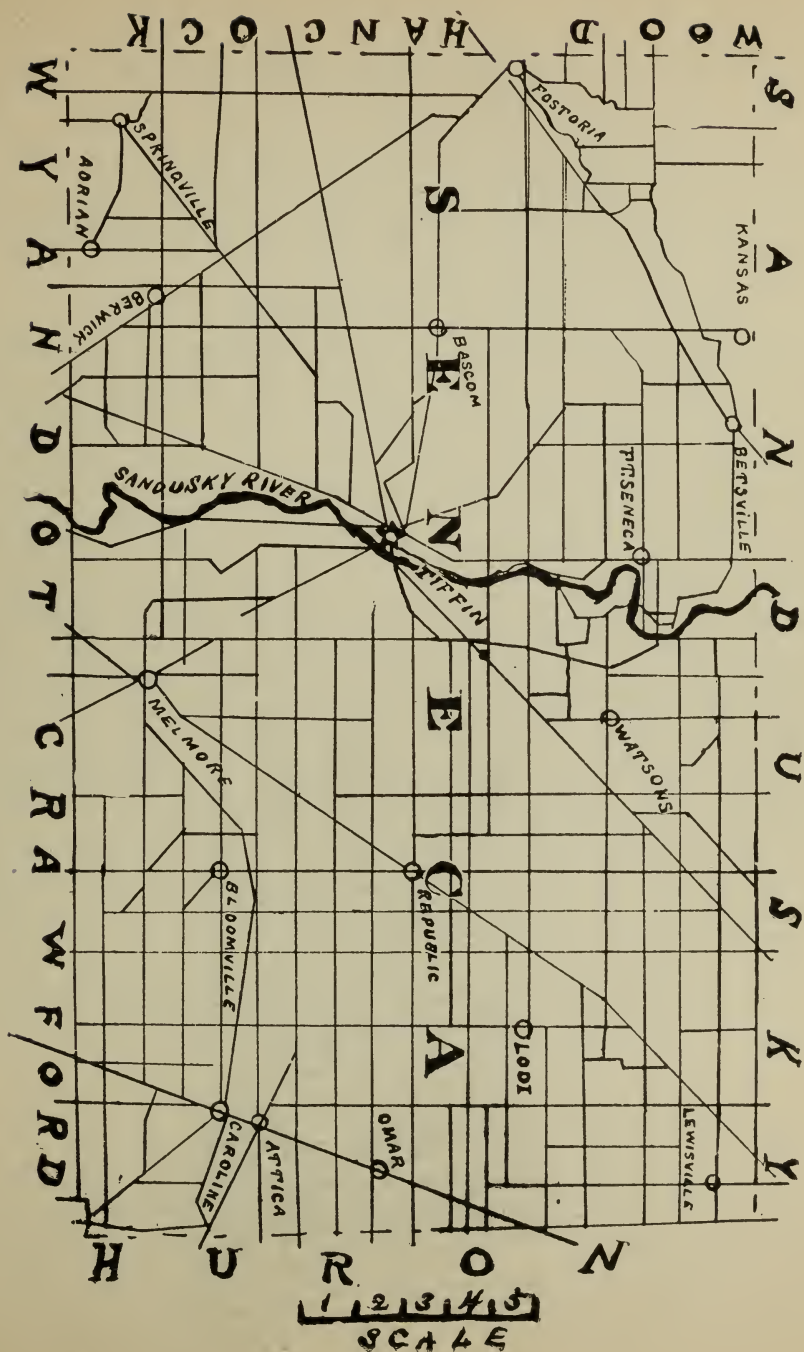
The Chillicothe Turnpike is most used by wheelmen coming from the north, and although the distance to Columbus is ninety-nine miles, it is often ridden in a day. Ironton is thirty miles east, and makes a nice ride.

Beside the roads mentioned, I may add the Munn's Run Road, which crosses the Pine Knob to Harrisonville, and has some coasting of a mile or more. Then the Powellsville Pike along Pine Creek, and the Galena Pike along the Cincinnati, Portsmouth and Virginia Railway, and all the way through mountains. Our local wheelmen are accustomed to the roads and say they are good, but wheelmen who come from the smooth, hard roads of other localities disagree with us. However, a tour through this part of the country is interesting, and is well worth some extra labor. The writer has wheeled every mile of the country for twenty-five miles each way, and can speak from experience.

The Arlington House is a good stopping place, and Portsmouth is a pleasant city for visiting wheelmen. All who come will find themselves in the hands of friends.

Oil wells are being drilled here, and within sight of the city is one of the grandest mounds in Southern Ohio, also the Horse Shoe Fort—two great reminders of that mysterious people, the "Mound Builders."

Tourists from Columbus and Chillicothe, going to points in Kentucky, take the night boat at Portsmouth to Maysville, forty miles down the river. From there an excellent pike leads to Lexington and Central Kentucky.



SENECA

Area, 544 Square Miles; Population, 40,869.

Is north and slightly west of the center of the State. The population of the principal localities is: Green Spring, 910; New Riegel, 393; Bloomville, 758; Fostoria, 7,070; Bettsville, 513; Republic, 584; Tiffin, 10,801; Attica, 682.

In regard to the roads, etc., Mr. S. L. Ghaster, of Fostoria, writes:

The roads of this county are generally favorable to cycling in the season. There are only a few gravel stretches in the entire county. The roads are mostly clay, except on ridges. All roads (except river road north to Fremont) lead to Tiffin, the county seat, and are rideable in season.

The two principal towns are Tiffin and Fostoria, and are connected by a good gravel ridge road leading through "Nasby's" famous village of Bascom, distant fourteen miles. Tiffin has a good, live club, called the Seneca Cyclers, whose members are always willing to impart all information concerning cycling.

The most enthusiastic city in Northwestern Ohio, from a wheelman's standpoint, is Fostoria, situated in the extreme western portion of this county. The roads leading directly north from Fostoria are impracticable for wheeling, on account of numerous sand ridges. We have a comparatively good road leading to Toledo via Van Buren, Bowling Green and Perrysburg. Beware of the road connecting Fremont and Fostoria.

All roads leading east, south and west are first-class clay and light gravel roads. Touring parties from the south via Upper Sandusky, Crawfordsville, Adrian (avoiding Carey), New Riegel, to Fostoria, will find good roads.

An excellent road connects Findlay and Fostoria via Van Buren (avoiding direct road through Arcadia), except in most favorable portion of riding season; distance direct fifteen miles, via Van Buren twenty miles.

An excellent road leads west from Fostoria through Van Buren, McComb, Leipsic to Ottawa, entire distance thirty-nine miles.

The roads of Hancock County are much better than those of Seneca, and those of Allen and Putnam are well piked.

Touring parties to the oil fields will go west to gravel pit, north two miles and west two miles, landing in the very midst of the famous oil regions of Wood County.

The members of the Fostoria Bicycle Club are always ready and willing to impart information to the tourist.

Parties touring from the east should come by way of Ravenna, Kent, Cuyahoga Falls, Akron, Copley, Sharon Center, Poe, LaFayette, Centerville, Huntington (leaving New London to the left), to end of direct road. Turn south and west to Fitchville, North Fairfield, Omar, Morris and Tiffin. After leaving Akron the road will be found hard and comparatively free from hills.

About four miles out from Sharon Center turn to left through Poe (avoiding the hilly road), then north again to LaFayette. New London to Ashland, road good. Ashland to Wooster, road very hilly. Wooster to Massillon, road hilly, with several good stretches of coasting, however. Avoid the more southern roads which are parallel to the above route, as they are for the most part hilly.



SHELBY

Area, 420 Square Miles; Population, 24,707.

Is west of the center of the State, and is separated from the Indiana line by Mercer and Darke Counties. The population of the principal localities is: Sidney, 4,850; Anna, 527; Lora-mie, 457; Mt. Jefferson, 100; Lockington, 170; Botkins, 600; Port Jefferson, 450; Pemberton, 325; Dawson (nine miles west of Sidney), 90; Houston (ten miles west of Sidney), 250; Maplewood (ten miles northeast of Sidney), 150; Montra, 200; Newport, 300; Palestine, 125; Plattsville, 100; Russia, 100; Speer's Landing (nine miles west of Sidney), 50; Swanders (five miles north of Sidney), 100; Kirkwood (six miles south of Sidney), 75; Hardin, 250; McCarlysville (seven

miles northwest of Sidney), 50; *Kettlersville* (ten miles northwest of Sidney), 125; *Rumley*, 100; *Jackson Center*, 350; *Newbern*, 50; *Oran*, 75.

In regard to the roads, Mr. W. P. Harmony, of Sidney, says:

This county has thousands of miles of good gravel pikes; some of them extra fine. They are constructed by grading the surface of the roadbed—whether clay, loam, or gravel—eighteen to twenty feet wide, slightly rounded, and high enough above the surface of the surrounding ground to allow for good side drains, then coating with fine gravel (not sand) to a depth of eighteen inches in the center, and fourteen to sixteen inches on the edges, two feet narrower than the graded roadbed, which is to allow for the natural spread of the gravel before it is packed. Each contractor is required to keep his section of the road smooth and level by scraping the gravel from the edges into the ruts made by the wheels for a certain time—long enough to insure a perfectly smooth, oval surface—when the gravel is finally packed solid. The grades, except in extreme cases, are long and easy—railroad grades, so-called. When roads pass over high hills, likely to wash badly in continued wet weather, or in heavy rains, waterbreaks are made at intervals of thirty to forty feet, according to the steepness of the grade. The waterbreaks are generally merely raised places running diagonally across the road, which carry the water off into the side drains before it has damaged the surface of the road by washing. At other times, instead of the raised surface, as above, heavy planks are set on edge in the gravel diagonally, as in the former case, but they do not answer the purpose as well, inasmuch as they do not wear down with the grade, and after heavy rains are often exposed. The roads are all more or less rolling; in fact, in the eastern and southern portions are somewhat hilly; but in the northern and western much more level. The county has, almost everywhere, a gravel subsoil, which gives quick drainage, making it possible to travel on the roads a few hours after a heavy rain. Roads which seem impassably muddy in the morning, will make fine riding in the afternoon. A tourist coming into the county from any direction need have no uneasiness as to roads. Guideboards are met with everywhere.

Sidney, the county seat, is ninety-eight miles north of Cincinnati, and one hundred and two miles south of Toledo, on the Cincinnati, Hamilton and Dayton and Cleveland, Cincinnati, Chicago and St. Louis (Big 4) Railroads. The principal towns in its neighborhood are: North—Wapakoneta, twenty miles; Lima, thirty-two miles. South—Piqua, twelve miles; Troy, twenty miles. East—De Graff, fourteen miles; Bellefontaine, twenty-four miles. Southeast—Urbana, twenty-six miles; Springfield, thirty-eight miles. West—Versailles, eighteen miles; Union City, thirty-one miles. Southwest—Greenville, thirty-two miles; Covington, nineteen miles. Northwest—St. Mary's, twenty-eight miles; Celina, thirty-five miles.

To this, Mr. O. W. Nisewonger, of Oran, adds:

The roads usually traveled by wheelmen across this county are from Piqua, O., north, on what is called the St. Mary's Pike, through Mt. Jefferson, Houston, Newport and Berlin, and from Sidney, O., west, through Hardin, Oran and Newport; also north from Piqua, O. (on the edge of the Shelby County line), through Lockington, Sidney, Swanders, Anna and Botkins. The above are all good pikes, and, in fact, you can get a good road to any part of this county. The roads traveled by tourists are:

North or south, on the Piqua and Sidney Pike and the Wapakoneta Pike; also north or south on the St. Mary's Pike, to the northwestern part of Ohio, from Piqua to St. Mary's, thirty-one miles. The St. Mary's Pike does not run directly north and south, but leads a little northwest from Piqua to Newport, then directly north to New Bremen, then northwest to St. Mary's.

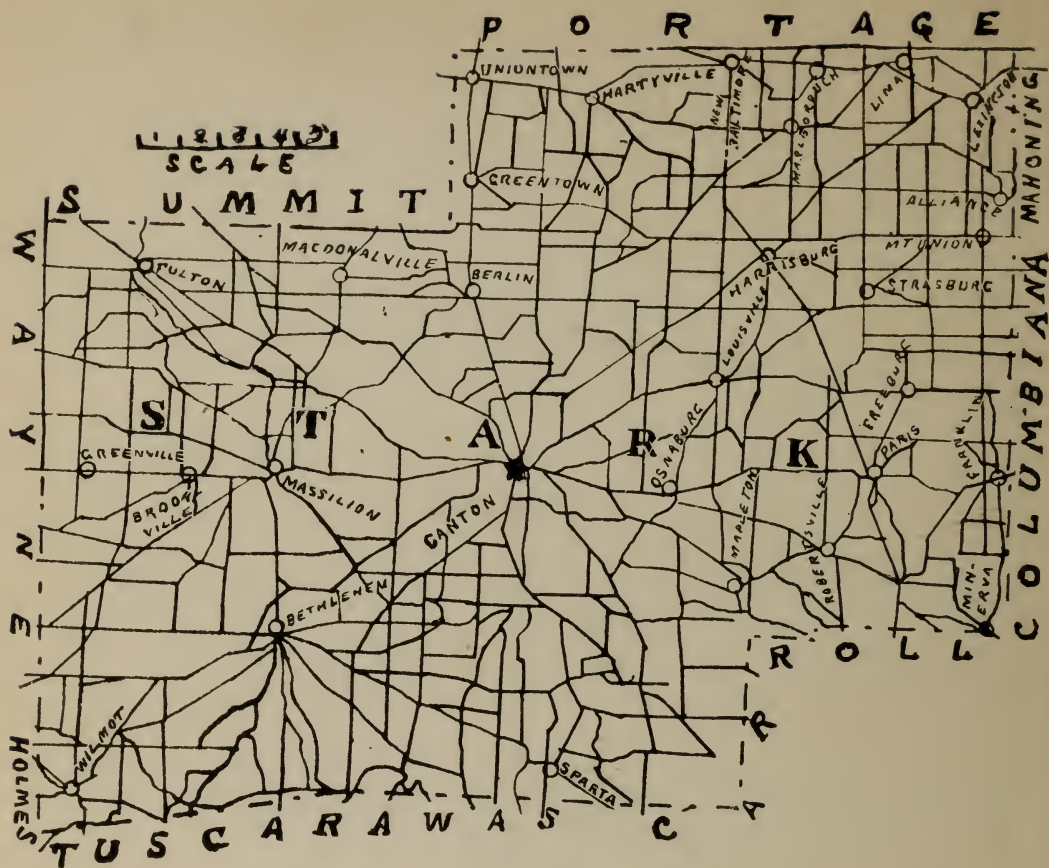
From east to west, from Pemberton to Sidney, thence west to Newport, Versailles and Union City. There is also another good road east and west further north, from the McPherson reservation on the east edge of this county, west, through Anna and McCartysville, and through Minster, then west to Portland, Ind.

To get out of Sidney, O., going north to Swanders, Anna, Botkins, Wapakoneta and Lima, take the Court House street, thence north on the Wapakoneta Pike, following the telephone line. To go south, go two squares south of the Court House, thence direct west, under the Cincinnati, Hamilton and Dayton Railroad, and follow the telephone line, or go direct south on Main Street, east side of the Court House. Both roads lead to Piqua, O. To go east to Pemberton take Court Street, south side of the Court House, thence direct east, passing the County Jail. To go west to Hardin, Oran, Newport and Versailles, go direct west on Water Street, north side of the Court House, passing the Steel Scraper Works and the Florentine Hotel, to the watchhouse on the railroad, then up the Hardin Hill, passing the fine stone residence of John Laughlin, to the second street, thence direct west on the Sidney and Versailles Pike. Cross the bridge over the Cincinnati, Hamilton and Dayton Railroad, passing a beer garden.

We have a natural curiosity called "The Big Rock," which thousands go to see. It lays along the Cleveland, Cincinnati, Chicago and St. Louis Railroad, one mile east of Sidney. Sidney has many factories. John Laughlin has a residence on Mt. Campbell that is worthy of notice. It

is a cross between the Gothic and Grecian, assimilating in appearance the castle and abbey. The building was completed in 1889, and is constructed of Bedford stone. All cyclers should visit the "Great Sulphur Springs," one and one-half miles south of Sidney, direct south on Main Street, just across the Great Miami River. Another attraction is the St. Michael's Church, at Berlin, fourteen miles northwest of Sidney—a magnificent structure which cost over \$50,000. It is 150 x 75 feet, with a tower 220 feet high. It has four bells, of which the largest weighs four thousand pounds. From this tower we can see the Loramie Reservoir, which covers about three thousand acres, and is the feeder of the Miami and Erie Canal. Fort Loramie (Berlin), named after a Frenchman who established a trading post there, was built by Gen. Wayne in 1794, on Loramie Creek, which runs from the source to the dam of the Loramie Reservoir, thence into the Miami River near Lockington. The only bedded stone found within Shelby County lies in a narrow strip bordering the river, extending from the southern boundary of the county to within a mile of the town of Sidney—from the county line to a locality known as Boggs' Mill. Wherever stone is seen in sight it belongs to the formation called by geologists the "Clinton." It is the stone which immediately underlies the building stone in the suburbs of Piqua, O., and which is burned into lime so extensively just south of that town. While the transported rocks do not constitute a marked feature in Shelby County, still there are many of them. The largest boulder, however, that has yet come under observation in this county, lies near the Big 4 Railroad, one mile east of Sidney—1,250 cubic feet and weighs about 103 tons.





STARK

Area, 560 Square Miles; Population, 84,170.

Is northeast of the center of the State. The population of the principal localities is: Navarre (Bethlehem), 1,010; Canton, 26,189; Canal Fulton, 1,173; North Lawrence, 837; Alliance, 7,607; Limaville, 172; Marlboro, 271; Harrisburg, 107; Louisville, 1,323; Minerva, 1,139; New Franklin, 106; Paris, 219; Massillon, 10,092; Richville, 101; New Berlin, 463; Waynesburg, 510.

In regard to the roads, etc., Mr. Guy Tilden, of Canton, says:

The roads of Stark County are not the best in Ohio, nor are they the worst; some are more hilly than others, some have more sand than others, but go which way you will from Canton, which is very near the center of the county, you will find clay roads, with more or less sand and gravel, but no macadam. You will find the county rolling; on some roads the hills will be so long and steep that, unless you are in training, you will walk up them. On the whole, our roads are

such that wheelmen like them. There are no special points of interest in Stark County. It is all interesting. Canton is the county seat, and has probably five hundred to six hundred wheelmen—that is, one wheelman to each five hundred inhabitants.

I would say to tourists who are passing or contemplating passing through the county, that the principal routes from L. A. W. Hotel, "Barnett House," are:

To Cleveland: Out Fifth Street and North Cleveland Avenue, and State Road, through New Berlin, Greentown, Uniontown, Springfield Center, Talmage, Monroe Falls, Stow Corners, Hudson, Twinsburg, Bedford, Newburg (Eighteenth Ward), and into city on Willson and Euclid Avenues.

To Akron: Same route through Springfield Center, then take first road to left, through White Grocery and East Akron.

To Ravenna (Portage County): North Market Street to first road to left outside city limits, then through Middle Branch, New Baltimore, Randolph and Rootstown. One of the best roads for the distance out of Canton.

To Wooster (Wayne County): West Tuscarawas Street and State Road through Massillon, West Brookfield, East Greenville, Dalton and Honeytown. Road very fair half way; balance sandy and hilly.

To Salem (Columbiana County): Cherry, Third and Mahoning Streets, through Louisville, Freeburg, Mt. Union, Westville and Damascus.

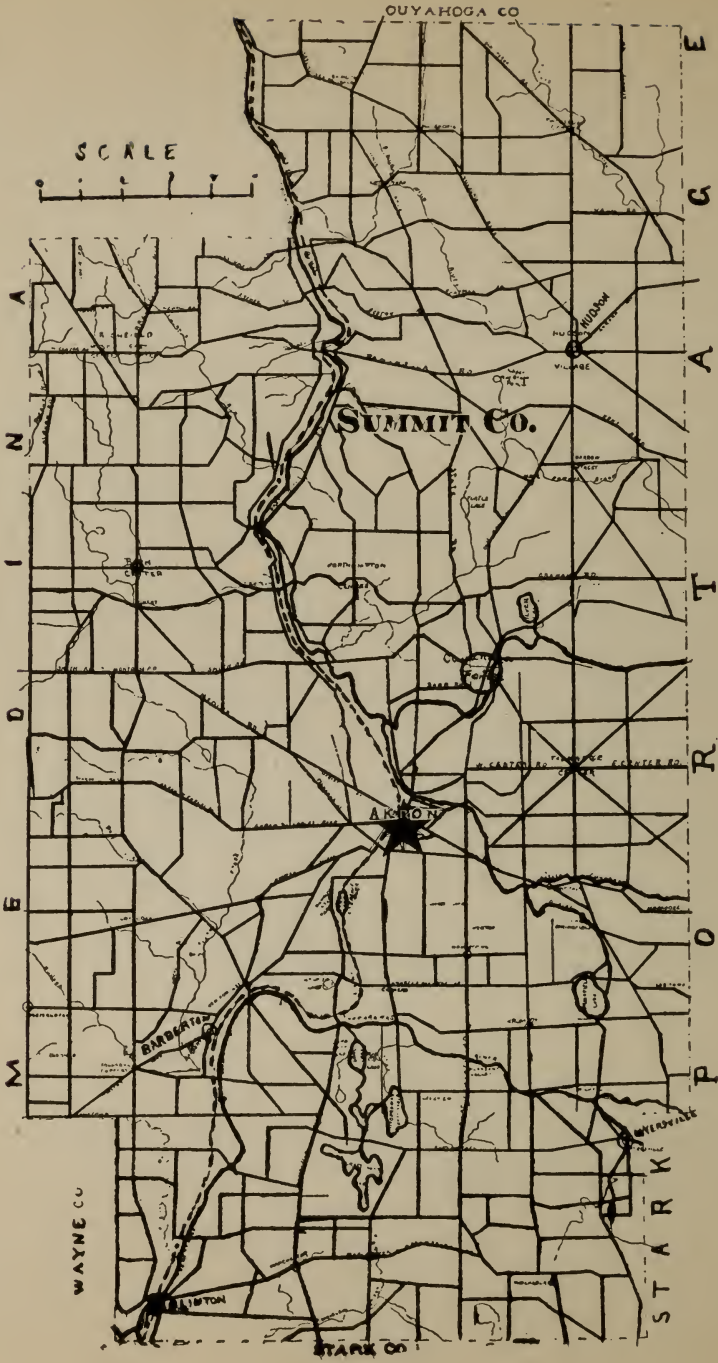
To Alliance: Same route to Louisville, then through Harrisburg and "Five Points."

To New Philadelphia (Tuscarawas County): Fifth Street, South Cleveland Avenue and Navarre Streets, through Richville, Navarre (Bethlehem), Justus, Beach City, Sugar Creek Falls, Strasburg and Canal Dover.

Once at Canton you are safe. Here you will find the Canton Bicycle Club, whose clubhouse is located on Fourth Street, just east of North Market; here you will find the latchstring out to all L. A. W. tourists every evening and Sundays, and it goes without saying that you can get more pointers here regarding roads, directions, etc., to the square inch, than you can get any place in the county.

We here give you a table of distances from surrounding towns to Stark County's capital:

Distance by best bicycle roads from Canton to Akron, twenty-five miles; to Alliance, twenty miles; to Atwater, eighteen miles; to Beach City, eighteen miles; to Bolivar, twelve miles; to Canal Dover, twenty-six miles; to Canal Fulton, fourteen miles; to Cairo, seven miles; to Cleveland, sixty miles; to Congress Lake, fourteen miles; to Dalton, seventeen miles; to Damascus, twenty-eight miles; to East Greenville, thirteen miles; to Freeburg, thirteen miles; to Greentown, nine miles; to Harrisburg, twelve miles; to Hartville, twelve miles; to Homeworth, eighteen miles; to Howenstein, seven miles; to Justus, fourteen miles; to Kent, thirty miles; to Limaville, seventeen miles; to Louisville, seven miles; to Magnolia, thirteen miles; to Malvern, seventeen miles; to Mansfield, seventy miles; to Mapleton, nine miles; to Massillon, eight miles; to Mogadore, twenty miles; to Middle Branch, seven miles; to Minerva, twenty-two miles; to Mt. Union, twenty miles; to Navarre, ten miles; to New Baltimore, fourteen miles; to New Berlin, five miles; to New Franklin, eighteen miles; to New Philadelphia, thirty miles; to North Industry, four and one-half miles; to North Lawrence, fifteen miles; to Orrville, twenty three miles; to Osnaburg, five miles; to Paris, fifteen miles; to Randolph, twenty miles; to Ravenna, thirty miles; to Reyman's Lake, two and one-half miles; to Richville, seven miles; to Roberts-ville, twelve miles; to Rootstown, twenty-five miles; to Salem, thirty-three miles; to Sandyville, twelve miles; to Sparta, eight miles; to Talmage, twenty miles; to Turkey Foot Lake, eighteen miles; to Uniontown, twelve miles; to Waynesburg, twelve miles; to Wilmot, twenty-one miles; to Wooster, thirty-two miles; to Youngstown, fifty-three miles; to Zoar, fifteen miles.



SUMMIT

Area, 391 Square Miles; Population, 54,089.

Is in the northeastern part of the State, and is separated from Lake Erie by Cuyahoga County. The population of the principal localities is: Akron, 27,601; Peninsula, 562; Copley, 241; Cuyahoga Falls, 2,614; Hudson, 1,143; Western Star, 88.

In regard to the roads, etc., Mr. H. D. Tolley, of Akron, remarks:

Before describing any of the roads in this county, it might be well to say that we do not know what good roads are. The farmer in our vicinity seems to think more of the almighty dollar than of his own interests, or of the welfare of his stock or vehicles.

The majority of our roads are composed chiefly of sand and clay, gravel stretches being very rare. There is probably not a stretch of a mile that has not some hill of considerable grade.

There are only three main roads that are used to any extent by wheelmen—the direct road from Akron north to Cleveland, the one south to Canton and Massillon, and the one west to Medina. These three roads are the only fairly good roads in the county.

The Cleveland Road, through Cuyahoga Falls and Hudson: In taking this road, follow Howard Street north, down the hill into the valley, through which the Little Cuyahoga River flows; crossing this, another big hill presents itself (known as Sand Hill), which defies the efforts of the best riders. Follow the bypath at the top of the hill due north for half a mile till the road forks; take the fork to the right, and keep the bypath for a mile and a half, until you come to the watering trough or the Road House (where hard and soft drinks are sold). Here two roads present themselves; the straight road may be kept, and is comparatively level. The road to the left, somewhat shorter than the direct road, leads into a deep valley, through which the Cuyahoga River flows.

If the rider has an hour or so to spare and admires magnificent scenery, he may find it here by walking up and down the river. Taking the right bank, half a mile down the river is found a beautiful little waterfall, back from which is a deep grotto, known as Old Maid's Kitchen. Keeping the road around the bend to the right, at the outskirts of Cuyahoga Falls is the entrance to High Bridge Glens; by all means do not fail to see the glens and caves. Here the river flows through a gorge two hundred feet deep. Cuyahoga Falls is a pretty little manufacturing village and summer resort. Don't ride on the sidewalks. The Falls, like all other towns in Summit County, is not dry. The straight north and south road through the business portion of the village brings you to Stow Corners, two miles from the Falls. On the way is passed Silver Lake, a beautiful and popular camping and picnic grounds. At Stow Corners, the road to the left brings you through Darrowville into Hudson, twelve miles from Akron. From Stow Corners the road running east will bring you to Kent, Portage County, about eleven miles from Akron. This road in dry weather is fairly good.

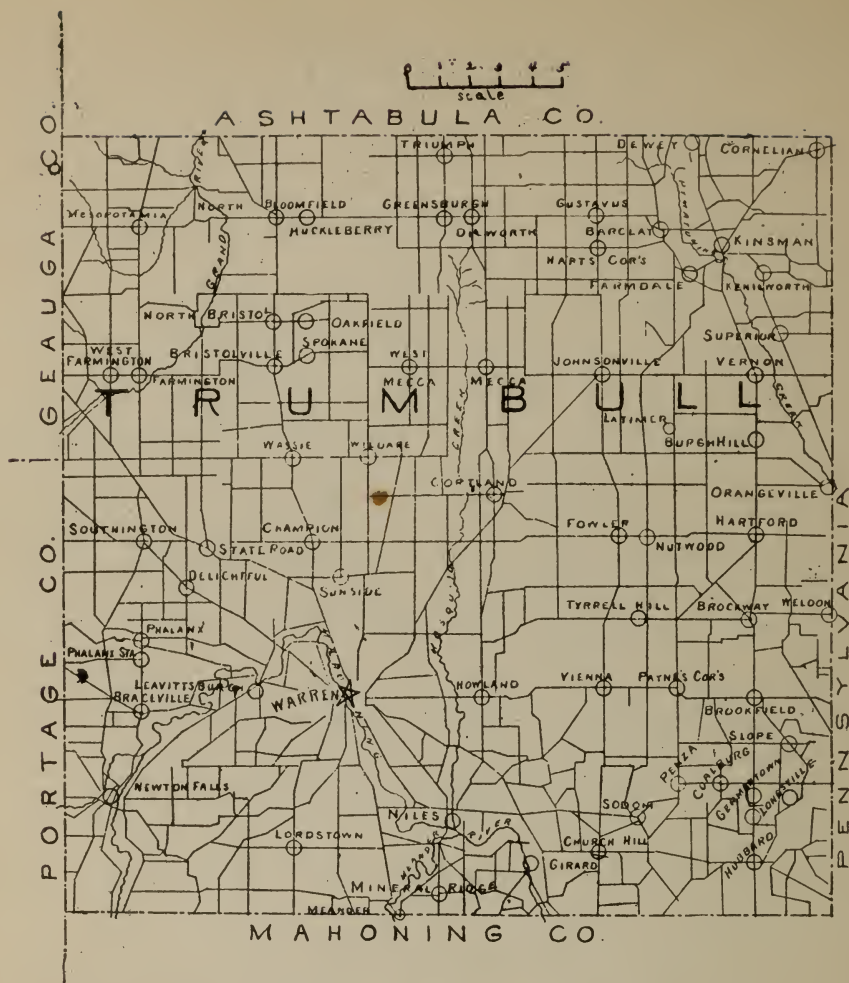
Hudson is a pleasant little village, formerly the seat of the famous Western Reserve University, now used as a preparatory school—Western Reserve Academy. Keeping the road on through Hudson due north, you come to Twinsburg, five miles from Hudson. This road is somewhat hilly, but very good. At the Soldiers' Monument take the road to the left, it being a straight road to Bedford, Cuyahoga County, about eleven miles from Twinsburg.

In taking the Canton Road: Go east on East Market Street to White Grocery, three miles out of Akron, keep on straight road for three-quarters of a mile until you come to the fork in the road, take left hand road, passing through Springfield, Uniontown, Greentown and New Berlin, reaching Canton twenty-four miles from Akron. This road is composed of stretches of sand and clay, and is somewhat hilly.

In taking the Medina Road: Go west on West Market Street, which is a straight road leading into Medina. This road is also composed chiefly of clay, and is very good during dry weather.

In addition to this, Mr. Grant McNeil says:

Strangers should keep an eye out for rocks, sand and bad hills, as they are apt to find them unexpectedly. What is here called a good road is only good dirt, and would be sneezed at by riders from Southwestern Ohio, while the fair roads would be considered terrible. We do not consider a road unridable if the surface is hard enough to support a wheel and only a foot or so wide. We that are trained up to it get lots of fun out of a wrestle with our roads, but no boulevard rider would enjoy it.



TRUMBULL

Area, 625 Square Miles; Population, 42,373.

Is on the Pennsylvania line, the second county from Lake Erie. The population of the principal localities is: Cortland, 697; Hubbard, 1,498; Newton Falls, 698; Warren, 5,973; Mineral Ridge, 851; Niles, 4,289.

The following is from the Hand Book of 1886:

From Uhrichsville north two roads lead to New Philadelphia: One via East Port over five miles clay road, rather hilly, then five miles level road, sandy in places, requiring dismounts. The other road, which is two and one-half miles longer, leading out west from Uhrichsville over

Andreas' Hill to Trenton Station, where river is crossed to Trenton, thence to Goshen, where river is again crossed, also Cleveland, Lorain and Wheeling Railroad, thence to New Philadelphia. This road is very good, and in good weather can be ridden with two dismounts. Surface of road clay, gravel and part cinders or slack. The scenery near Goshen is very fine, and parties are advised to go this route. Road leading north from New Philadelphia to Canal Dover, Strasburg and beyond is good, portions of it quite fine, except being sandy in one or two places between New Philadelphia and Canal Dover. Balance solid road surface.

In addition to this Mr. D. W. Bonnell, of Hubbard, says:

The main road usually traveled by wheelmen between Youngstown, O., and Sharon, Pa., fourteen and one-half miles; good dirt road, not hard grades and quite a pleasant ride. Hubbard to Youngstown, six and one-half miles; easy grades; southwest course. Hubbard to Sharon, Pa., eight miles; northeast; five miles due north to Brookfield, three miles east to Sharon—the latter three miles are somewhat hilly. The principal industry of this valley is iron and coal, and a good farming country. I have been over the road a number of times awheel from here to New Lisbon, Columbiana County (thirty-six and one-half miles).

Route 1—Hubbard to Youngstown, six and one-half miles: Youngstown via Lauterman Falls and Cornersburg five miles, Canfield five miles, Salem ten miles, New Lisbon via Franklin Square ten miles.

Route 2—Hubbard to Youngstown: Same as Route 1, Youngstown to Poland eight miles, Poland to North Lima five miles, to Columbiana five miles, to New Lisbon ten miles.

Route 3—Youngstown to Boardman, five miles: To North Lima five miles, then same as Route 2.

These are all good roads as country roads run. Not much sand, mostly a dirt or clay loam, and not many hills until three or four miles from New Lisbon.

Hubbard to Girard, due west eight miles: Girard to Niles five miles, to Warren five miles. Good portion of the road is quite soft and sandy, but taking it all in all it is quite nice wheeling, as there are no bad hills, and a cyclist finds many friendly associates at any of the towns, and I make it a special occasion, if I can spare the time, to take a run with wheelmen coming this way, and ever ready to give information.

TUSCARAWAS

Note—Zoar is two and one-half miles southeast of Bolivar. Roversville should be Ragersville.

In regard to the roads, etc., Mr. Charles Axx, of New Philadelphia, says:

To Canal Dover, elegant; thence to Dundee and Dundee Rocks, hilly, but good.

Canal Dover to Strasburg: level, part sandy, but in all, very good; from near Strasburg to Bolivar, rolling and fair.

To Fairfield, Mineral City and Sandyville, hard, hilly, and fine coasting.

To New Cumberland, hard, hilly, and good coasting.

To Rockford, tough—decidedly tough!

To Uhrichsville, Dennison and Newport, rolling and very fine.

To Trenton, Gnadenhutten, Port Washington and New Comerstown, elegant!

Gnadenhutten to Gilmore and Westchester, rough, tough, and N. G.!

To Yorktown, Phillipsburgh and New Comerstown, rolling, and generally fine.

To Ragersville or Shanesville, hilly, but solid; not an easy run.

To Zoar, via Canal Dover, hilly and sandy.

To Zoar Salt Well, hilly, but hard; good coasting.

We have few points of interest for the tourist, except fair country scenery. Zoar is an old settlement, founded by the Zoarites, who are a quiet people, and is a sort of a (Sunday) summer resort; at Gnadenhutten is the Indian Cemetery and Monument of History.



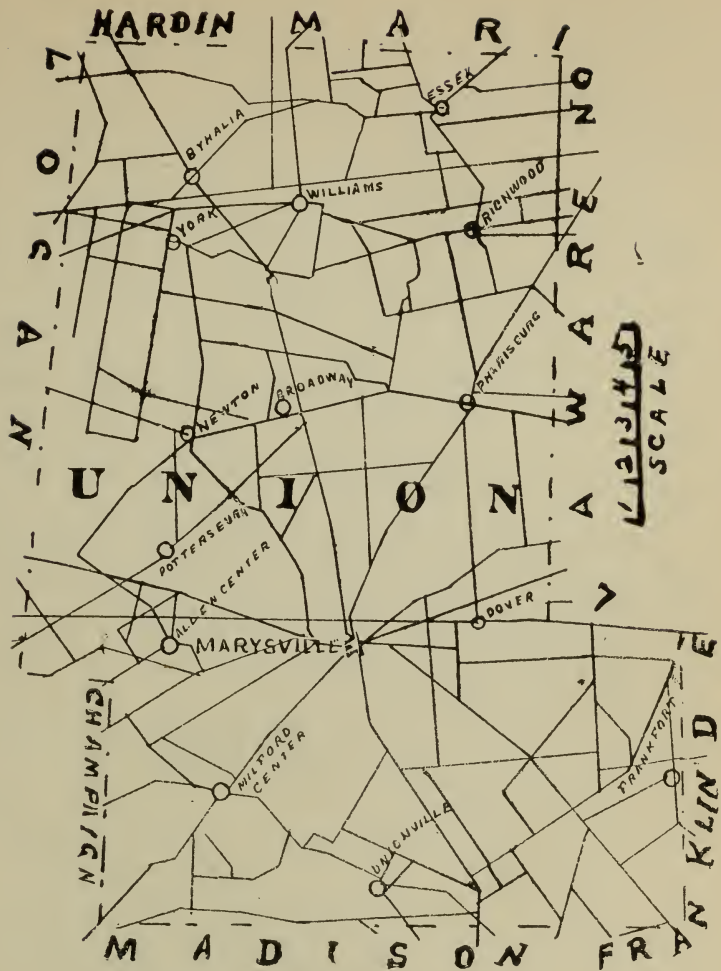
Area, 539 Square Miles; Population, 46,618.

Is east and a little north of the center of the State. The population of the principal localities is: Gnadenhutten, 478; Canal Dover, 3,470; Barnhill, 969; Blake's Mills, 390; New Philadelphia, 4,456; Bolivar, 675; Dennison, 2,925; Uhrichville, 3,842; New Comerstown, 1,251; Port Washington, 487; Mineral City, 893; Tuscarawas, 391.

Lies west of the center of the State. The population of the principal localities is: Richwood, 1,415; Unionville, 231; Plain City, 1,245; Magnetic Springs, 257; Marysville, 2,810; Milford Centre, 718.

Area, 427 Square Miles; Population, 22,860.

UNION



Mr. Joseph Embry, of Richwood, says, in regard to the roads of this county, that they are unequalled for cycling. The surface is gravel and the grades slightly rolling.

From Marysville a road runs through Broadway, Somersville and Byhalia to Kenton, in Hardin County.

Another runs through Parisburg, Richwood and Essex to Marion, in Marion County.

Another, running a little north of east, passes Dover, and enters Delaware County.

Another goes through Milford Centre to Mechanicsburg, in Champaign County.

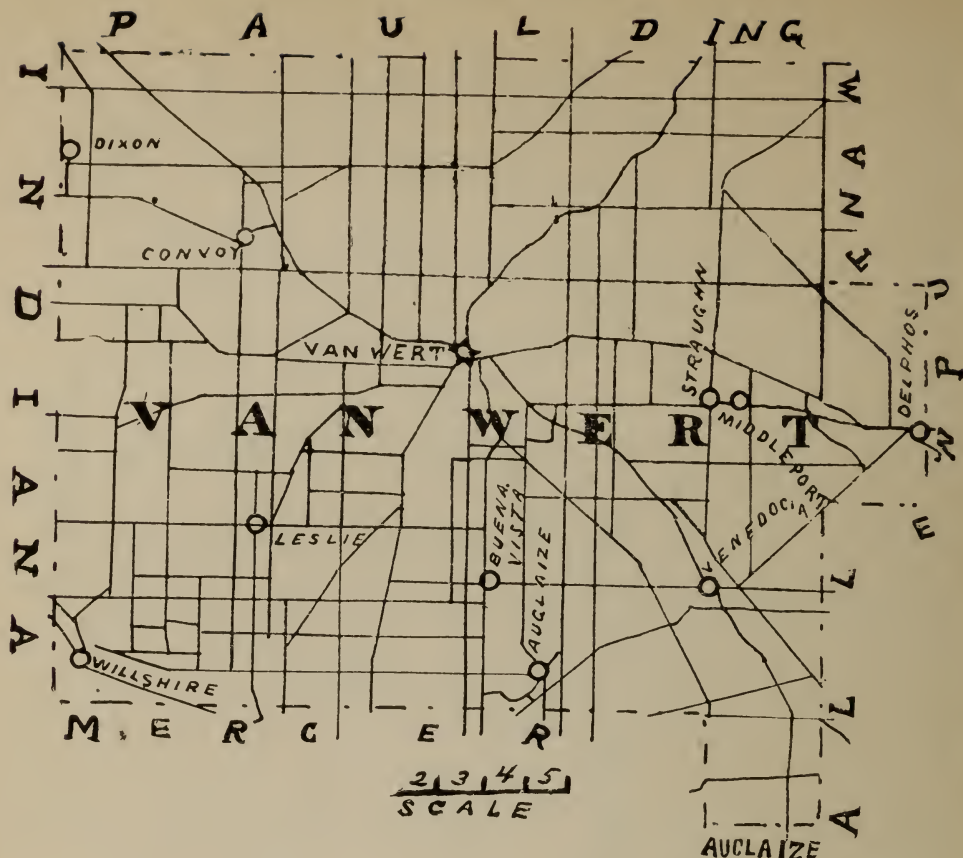
Still another goes west past Allen Centre to North Lewisburg, in Champaign County.

And another through Newtown to Bellefontaine, in Logan County.

Crossing the county through Newtown, Broadway and Parisburg is a road running from Bellefontaine, in Logan County, to Delaware, in Delaware County.

Passing through York, Somerville and Richwood is a road which branches off at the latter point to Marion, in Marion County, and to Delaware, in Delaware County.

There is also a road through Byhalia and Essex to Marion.



VAN WERT

Area, 405 Square Miles; Population, 29,761.

Is on the Indiana line, the fourth county from the Michigan line. The population of the principal localities is: Enterprise, 666; Van Wert, 5,512; Convoy, 500; Scott, 733; Delphos, 4,516; Middleport, 432; Willshire, 566.

In regard to the roads, etc., in this and adjacent counties, Mr. C. L. Hartwell, of Delphos, pathetically remarks:

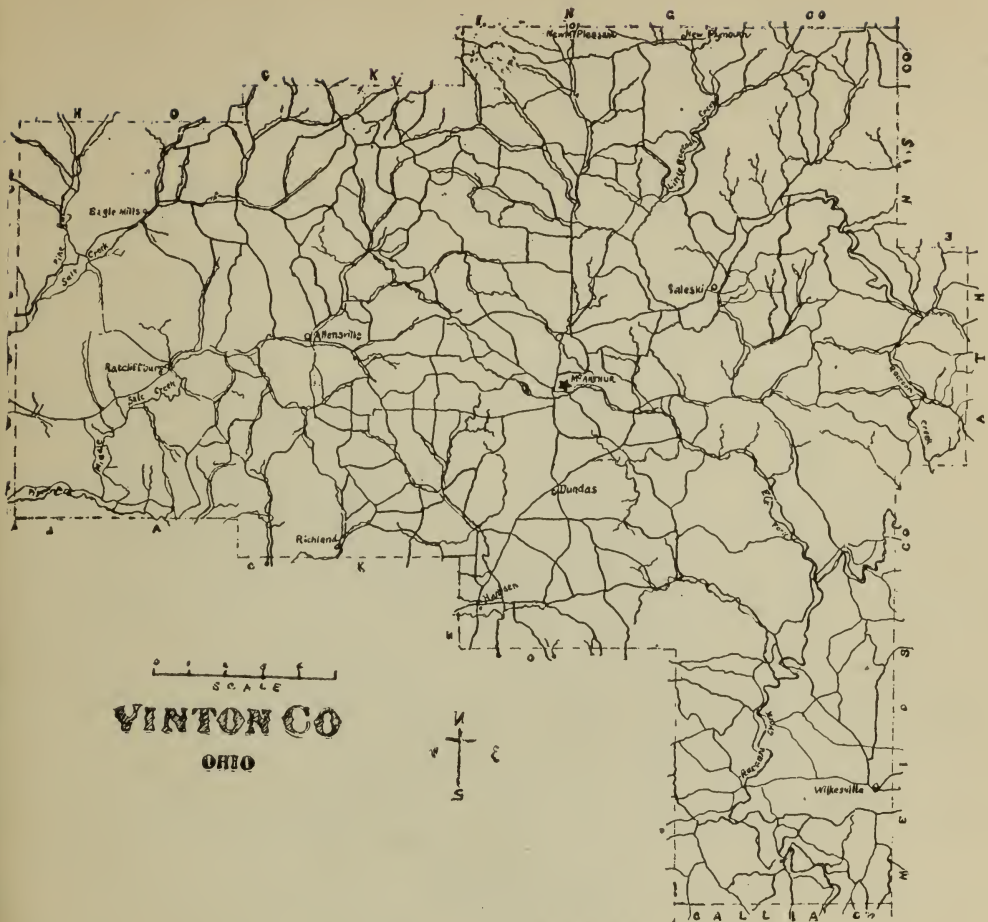
This city is situated in two counties: Allen on the east, and Van Wert on the west, the Miami and Erie Canal dividing it into about equal parts. The majority of the roads in Allen County are in very good condition for wheeling. In going eastward in Allen County, the best road would be struck by taking any principal street out of Delphos, leading in that direction, and is known as the "Gomer Road." There is also another good road leading east, a little to the south of the above mentioned. All the roads are piked.

In Van Wert County, to the west of us, the roads are in a very different condition. They have very few pikes, not more than ten miles in the entire county, the majority being dirt, which, in the dry season, are comparatively good; but in the fall and spring, during wet season, would be impassable for wheelmen. The best road leading west in Van Wert County is what is known as the "Ridge Road."

Putman County, which is only a mile north of us, has no pikes. The roads are all dirt, and are not very smooth sailing. We have no grades here; the country is level and even.

The points of interest would be, our beautiful and fine farms, which we can boast are as fine as any in the State.

Not many long-distance tourists pass through here; I think more of them go to the south of us, through Mercer County.



VINTON CO
OHIO

VINTON

Area, 402 Square Miles ; Population, 16,045.

Is south of the center of the State, and near the Ohio River. The population of the principal localities is: Hamden, 622; McArthur, 888; Zaleski, 862; Wilkesville, 262.

There are no League members in this county, but Mr. C. P. Gilmore, who spent several months at Hamden, says:

There are only two roads through the town, both of which are of clay and very rough, and at every rain they are very muddy and bad, even for wagons. The country is very hilly and the roads very bad. One of the roads goes to Wellston, Jackson County, a mining town, which has some large coal mines and three or four iron furnaces. The other road goes to McArthur, the county seat, and is somewhat better than the other, but not a pleasant ride, as it is hilly and rough.



Area, 428 Square Miles; Population, 25,468.

Is in the southwestern corner of the State. The population of the principal localities is: Springboro, 413; Mason, 564; Franklin, 2,729; Loveland (in three counties), 761; Maineville, 256; Buttrville, 125; Harveysburg, 402; Morrow (across the river from Fredericksburg), 842; Lebanon, 3,050; Waynesville, 704.

In regard to the roads in this county, Mr. John N Wager, of Morrow, says:

The roads in our county are for the most part gravel, with now and then a small piece of dirt road running between the gravel ones. The general condition of the roads is good, except in the fall, when there is a great deal of fresh gravel put on them.

The principal roads are:

No. 1—The Montgomery Pike is a direct road from Morrow to Cincinnati. Its condition is good. It passes through the small town of Foster's, on the Little Miami River, about twenty miles from Cincinnati.

No. 2—The Lebanon and Cincinnati Pike is the nearest way from Lebanon to Cincinnati. The condition of this road is tolerably good. It passes through Mason and Sharon.

No. 3—The Lebanon and Morrow Pike is about eight miles in length, and in very good condition. We also have two other good pikes between here and Lebanon.

No. 4—The pike from Morrow to Mason is about one of the best pikes in the county, only having two or three hills of any note. It is about ten miles long.

No. 5—The pike from Lebanon to Ft. Ancient is tolerably good, with the exception of being hilly. At Ft. Ancient we have one of those ancient forts of which we have no history. The fort covers an area of about two hundred acres. It is on a very high hill, which is a little troublesome to climb.

No. 6—The pike from Lebanon to Waynesville is in very good condition, and is a near way from Cincinnati to Xenia.

No. 7—The pike from Morrow to Clarksville (Clinton County) is very good with the exception of about two miles, which is dirt. This road leads also to Wilmington, which from Clarksville is a very pretty ride.

No. 8—The Franklin and Lebanon Pike is very good, being one of those roads that are appreciated by wheelmen.

No. 9—The road between Lebanon and Shakertown (or Union Village, as it is more commonly called) is very good, although a little hilly. The people in this town own quite a fine scope of land, and are very prosperous.

There are several other good pikes in the county that are used as byroads, and do not lead to any towns.

The scenery of Warren County is very fine, especially along the Little Miami River.

We also have good roads that lead to Hamilton, Dayton, Middletown, Xenia, Wilmington, Blanchester and Loveland which would be very hard to describe on paper.

Dr. H. J. Death, of Franklin, adds:

Franklin is on the Great Miami River, thirty-three miles from Cincinnati; on the Cleveland, Cincinnati, Chicago and St. Louis and the Cincinnati, Jackson and Mackinaw Railroads; also on the Miami and Erie Canal, sixteen miles from Dayton. All the roads are made of hill gravel, and are hard and smooth. The following are the routes to neighboring towns, starting from the Hotel Elite, the best house in town:

To Lebanon, eleven miles: Go south three and one-half squares, turn to left and keep straight on out the Lebanon Pike, passing through Red Lion, and over a somewhat hilly road all the way.

To Monroe, Butler County, eight miles: Go directly south past the lower paper mills, through Blueball; rolling country all the way. This is the Cincinnati Pike.

To Springboro, four miles: Go north one-half square, turn to right over the canal, and then straight on out Springboro Road, which you will find hilly, but smooth and hard.

To Waynesville, eleven miles: Keep on east through Springboro, over similar roads.

To Miamisburg, six miles: Go due north past the Harding Paper Company's and Friend & Forgy Paper Company's mills, over level road.

To Germantown, Montgomery County, six miles: Go north one-half square, turn to left over the Suspension Bridge, straight on out the avenue past the fair grounds to the Carlisle Road, then north over the Cincinnati, Hamilton and Dayton Railroad, up through Carlisle, out the Germantown Road. Road all the way quite level.

To Middletown, six miles: Go north one-half square, turn to left over the Suspension Bridge, then to left and follow the river straight on west over the large iron bridge on Twin Creek, on to Poast Town; then to the left, recrossing the Great Miami River, then on into Middletown. The road is very level and good.

Dr. Ralph S. Michel, of Springboro, points out two routes to Dayton—one from a point east of Mason, through Union, Red Lion and Springboro; the other through Lebanon, Pekin, Ridgeville to Centerville, in Montgomery County—but advises all tourists from Dayton to Cincinnati to go via Franklin, Middletown and Hamilton.

For further particulars as to routes in this county, see Appendix.

The following route, from Lebanon to Shelbyville, Ind., was furnished by Mr. E. O. Winterrowd, of Columbus, Ind.:

From Lebanon to Shakertown (Union), four miles, road good; to Monroe, five miles, road fine; to Jericho, three and one-half miles, road fine; to Hamilton, eleven and one-quarter miles, road fine; to Seven Mile, six and three-quarter miles, road (if dry) good; to Collinsville, three miles, road (if dry) good; to Dartrtown Road, four miles, road good; to Oxford, four and one-half miles, road good; to College Corner, six miles, road fine; to Cottage Grove, two and one-eighth miles, road fine; to Liberty, five and five-eighth miles, road fine; to Brownsville, four and three-quarter miles, road poor; to Connersville, eight miles, road fine; to Glenwood, nine miles, road fair; to Rushville, eight miles, road excellent; to Homer, eight and one-half miles, road excellent; to Manilla, two and one-half miles, road excellent; to Shelbyville, eleven and one-half miles, road grand. Total, 108 miles.



WASHINGTON

Area, 635 Square Miles; Population, 42,380.

Is on the Ohio River, the fifth county below the point where it is intersected by the Pennsylvania line. The population of the principal localities is: Marietta, 8,273; Buell-Lowell, 441; Macksburg, 533; Belpre, 1,007; New Matamoras, 590; Beverly, 795.

In regard to this county, Mr. F. E. Wittlig, of Marietta, writes:

Wheelmen visiting Marietta and vicinity will find the roads in pretty fair condition in the summer, and with the pneumatic can ride any of the roads without dismounting. There are three main routes leading out of the city, generally called by the three following names:

The Newport Pike follows the Ohio River on the left-hand side, as you go up the river. This road is macadamized to a certain extent; has some gravel and sand. The road-bed is pretty level, and can be ridden all the way from Marietta to Newport, which is a small place about eighteen miles above, on the Ohio River.

The Ohio River Road is a passably good road, and can be ridden from Marietta to Parkersburg, a city on the other side of the Ohio. This road follows the Ohio River from Marietta down to a place called Belpre, which is just opposite Parkersburg. Keeping on at Belpre, it reaches Big Hocking, Pomeroy and goes further down. At Parkersburg can be seen one of the longest bridges in the United States. This spans the Ohio River between Belpre and Parkersburg. From Marietta to Belpre it is about twelve miles. The character of the road is clay, gravel and sand.

The Muskingum Road is about the best road about Marietta. To get on the main road, start at the entrance of City Park, run through the park, then turn out into the road, which is Front Street, and continue to follow it until you get past the Fair Grounds, where, a little farther on, you will get on the main road, which runs along the Muskingum River, on the right hand bank, up to Zanesville, which is about seventy-two miles from Marietta. The road is pretty good at some places, and passable at others. There are some hills to climb, and one of them is about six miles from Marietta. This one it is better to walk up, but you can coast the other side with a good brake on your wheel. Four miles more takes you to Lowell, quite a good place for refreshments. Another ten miles brings you to Beverly, another good place to stop, and so you go on, passing through quite a number of places, until you reach Zanesville. The scenery all along the road and river is good, and at some points fine. Trains run on the other side of the river, and passenger boats run all along the river, so, in case of a mishap with yourself or wheel, you could then easily take the train or boat.

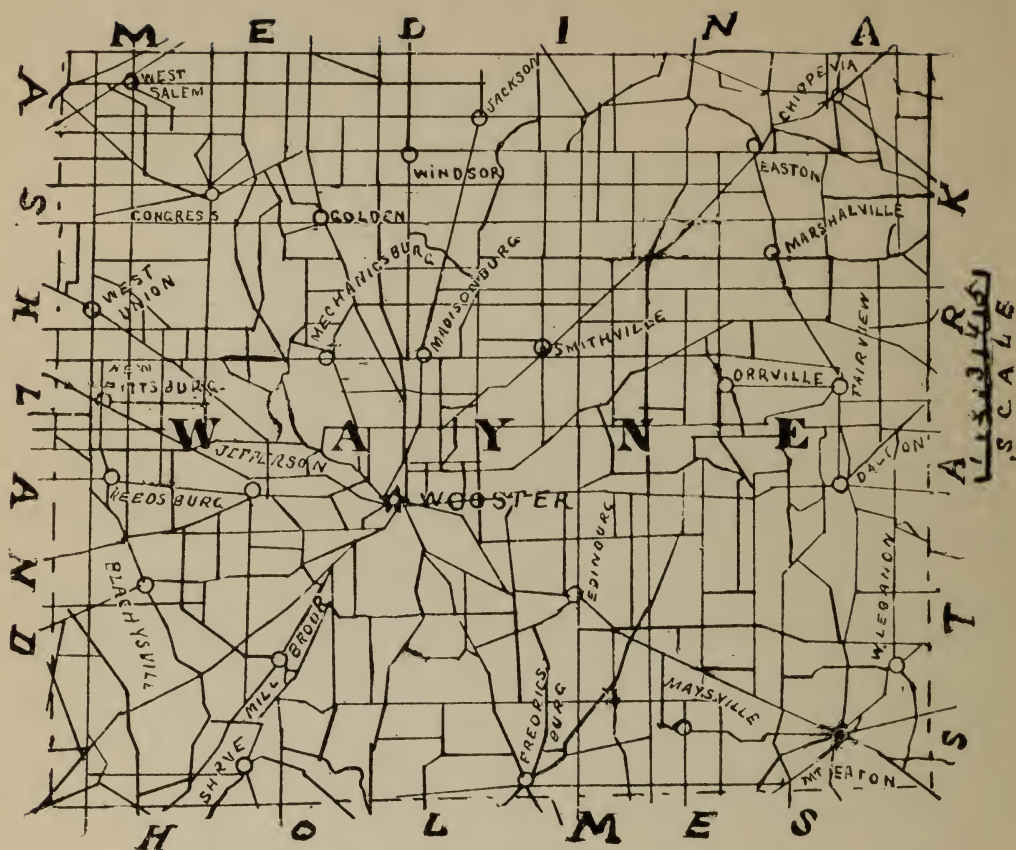
Marietta is a very pretty place in summer, and has an ancient mound, which is the finest specimen in the United States. It is constantly visited by strangers.

There is a fine river for boating. The boathouse is at the end of the City Park, and a wheelman will find good boats for a row on the river at moderate rates.

There is also a relic-room which can be visited. It contains quite a good collection of rare articles.

In the summer a side excursion can be taken to the famous Blennerhasset Island, twelve miles below Marietta, on the Ohio River, leaving in the morning and returning in the evening. Fare not over fifty cents round trip on the boat.

The Local Consul will be glad to furnish any other information to visiting wheelmen.



WAYNE

Area, 540 Square Miles ; Population, 39,005.

Is northeast of the center of the State. The population of the principal localities is: Marshallville, 366; Burbank, 331; Creston, 584; Doylestown, 1,131; Shreve, 1,012; Congress, 229; West Salem, 756; Apple Creek, 428; Smithville, 482; Mt. Eaton, 278; Frederickburg, 600; Dalton, 610; Wooster, 5,901.

In regard to the roads, etc., Mr. E. F. Scott, of Dalton, says :

The road usually traveled by wheelmen is what is known as the State Road, or old Indian trail, which traverses Wayne County from east to west, and is situated about sixty

miles east of Cleveland, passing through Dalton, McQuaid, East Union, Wooster, the county seat, and Reedsburg. This road is the one used by tourists from other counties and States in passing through our county. It being traveled the most, is kept in better condition. The road is comprised of clay and gravel, with sand in some places. The grade is rolling. General condition of the road is fair.

Mr. W. L. Bechtel, of Orrville, says the description in the old book is good enough, and here it is:

The old State Road from Columbus to Massillon and Canton enters Wooster on West Liberty Street, passes straight through town, out East Liberty Street, over the railroad out of the city. Take left fork to Canton, passing through Dalton, thirteen miles; road turns left after leaving Dalton, to Massillon, twenty-five miles; to Canton thirty-three miles. This is quite a good road except when muddy.

Orrville, twelve miles east of Wooster: Nine miles east on State Road, and then three miles due north.

Doylestown, twenty miles: North on Market to Wooster High School, right on Bowman Street, left at railroad culvert to Smithville, seven miles. Turn right in Smithville for six miles, then left fork to Easton, seventeen miles; take center of three roads to Doylestown.

Burbank, fourteen miles: North on Market, left fork at edge of town, also at next fork to Golden Corners, eight miles, straight to Burbank. It is situated on the New York, Pennsylvania and Ohio Railroad. The right fork leads to Madisonburg, four and one-half miles; Jackson, eleven and one-half miles; Creston, fourteen miles. A good road.

West Salem, twenty-three miles: Same as Burbank road as far as Golden Corners, eight miles; turn left at Corners to Congress, five miles, and ten miles to West Salem.

Fredericksburg, ten miles: Left fork on South Market, and turn left at top of hill, and then right at schoolhouse to Fredericksburg. Road quite hilly.

Mt. Eaton: Same as above to schoolhouse; keep straight on to Apple Creek, six and one-half miles; straight to Mt. Eaton.

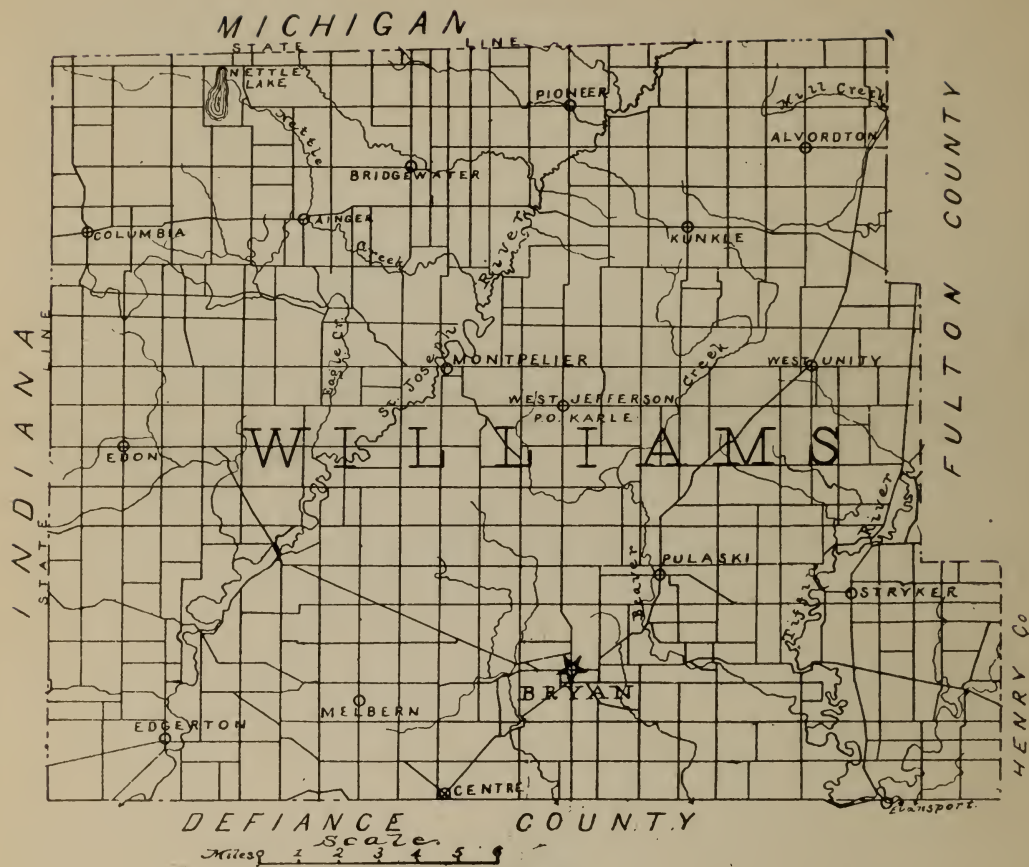
Shreve, nine and one-half miles: South Market, right fork; left at top of hill; turn left at second fork to Shreve. Very hilly.

Reedsburg, nine miles: Left fork at West Liberty Street after crossing bridge to Jefferson, four and one-half miles to Reedsburg. Fair road.

Ashland, twenty-three miles: Turn right at Jefferson to New Pittsburg, ten miles; to Rowsburg, fifteen miles; to Ashland. Somewhat hilly, but a good road.

All roads in the county are subject to quick changes in case of drouth or rain.



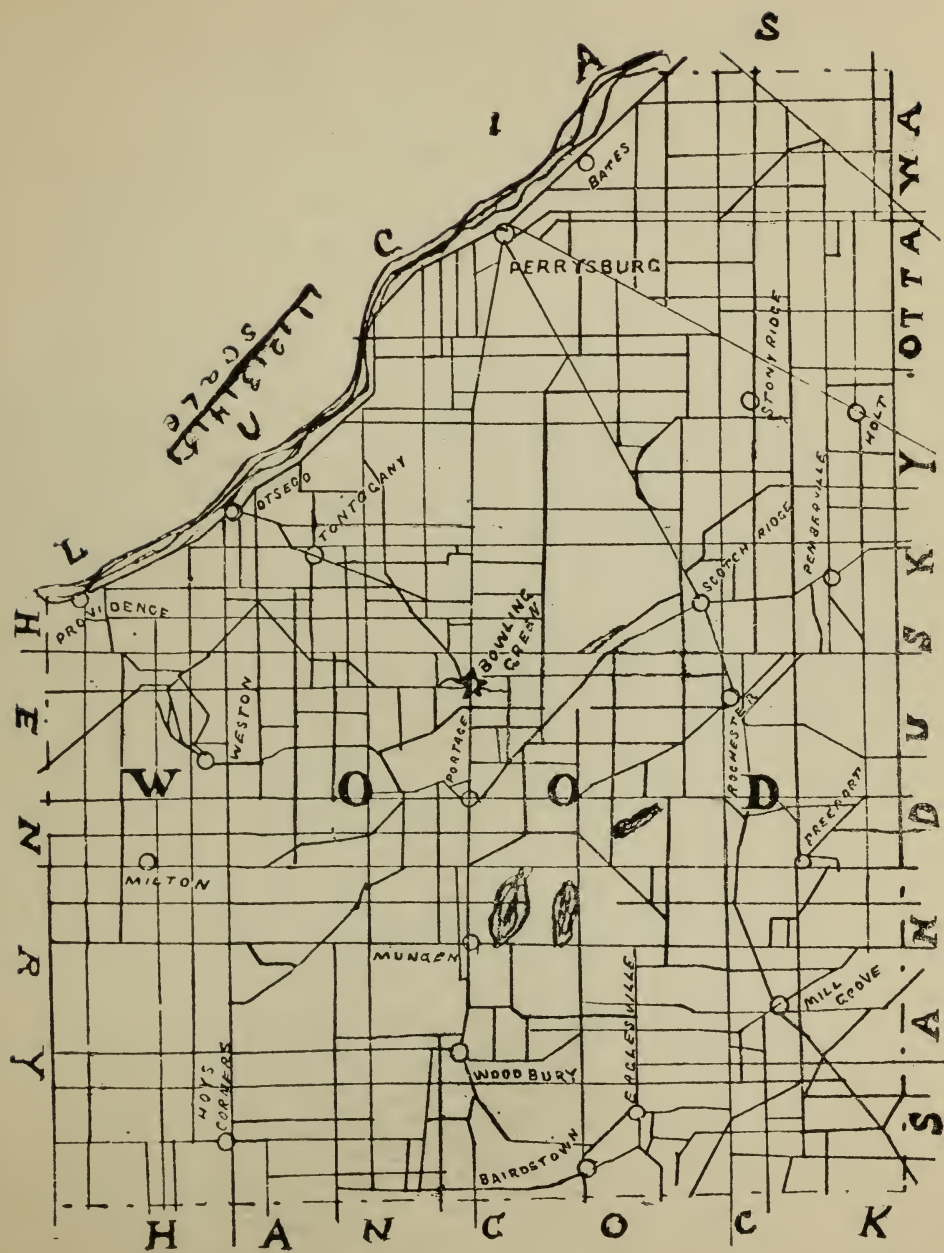


WILLIAMS

Area, 415 Square Miles; Population, 24,897.

Is in the northwestern part of the State. The population of the principal localities is: West Unity, 872; Edon, 601; Pioneer, 596; Bryan, 3,068; Edgerton, 967; Stryker, 1,017; Montpelier, 1,293.

No replies have been received to the circulars of inquiry sent to the wheelmen in this county, and it is supposed that the roads are so bad that they are ashamed to describe them.



WOOD

Area, 623 Square Miles ; Population, 44,392.

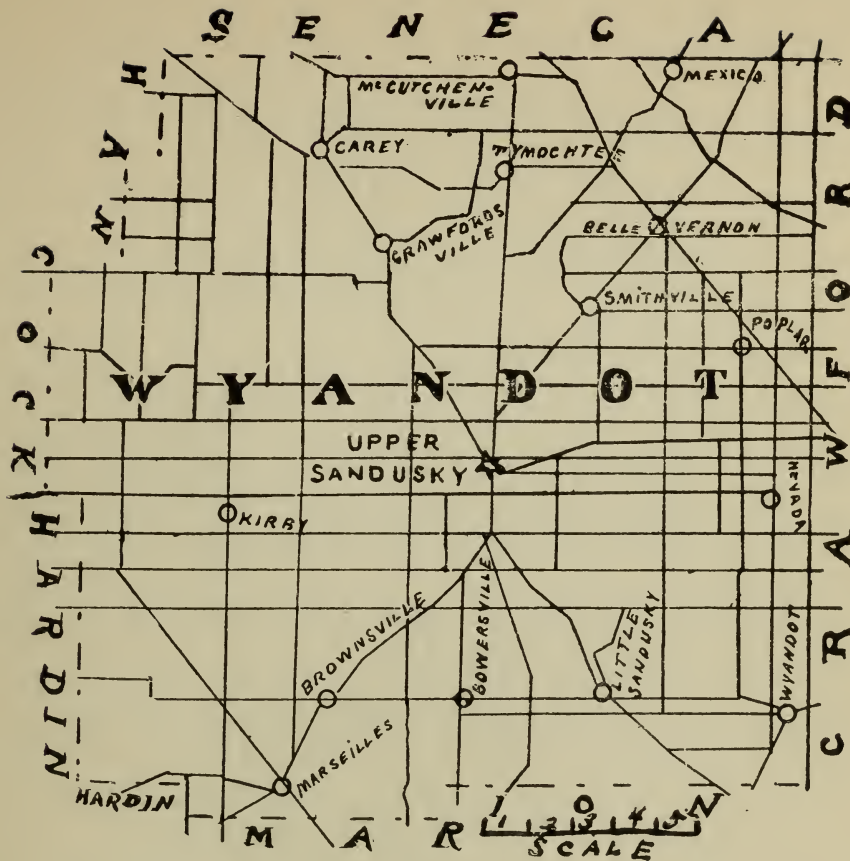
Is in the northwestern part of the State, and should have been called Mud County. The population of the principal localities is: Bairdstown, 347; Bloomdale, 600; Cygnet, 670; Jerry City, 530; Bowling Green, 3,467; Pemberville, 843; Grand Rapids, 572; North Baltimore, 2,857; Hoytville, 395; Millbury, 546; Portage, 438; Haskins, 321; Custar, 329; Milton Center, 334; Rising Sun, 485; Freeport, 500; West Millgrove, 207; Perrysburg, 1,747; Tontogany, 175; Weston, 845.

In regard to the roads, Mr. E. L. Taylor, of Prairie Depot (Freeport), despondently remarks:

The only first-class road in the county, so far as I know, is the stone road running from Perrysburg, southeast through Holt, to the Sandusky County line, and thence east to Fremont. This road is always in good condition. The road running south to Bowling Green and Portage is a first-class clay road, and in July and August is as smooth as asphalt. Wood County clay, however, is very sticky when wet, and an ordinary summer rain would, when mixed with the clay, convert a solid-tired machine into a pneumatic. The Perrysburg Pike runs from Perrysburg, through Scotch Ridge, Rochester and Mill Grove, to Fostoria, and is a fairly good road in dry weather, now and then a sand knoll, when walking is necessary. The roads in the vicinity of Cygnet (ten miles south of Bowling Green) will not stand much moisture. Those around North Baltimore (southwest of Cygnet, near county line) are somewhat better. The Angling Road, from the Sandusky County line, through Bradner (northeast of Freeport) and Prairie Depot, to the Perrysburg Pike, is simply a sand ridge, and is never fit for bicycling. About half way between Prairie Depot and Bradner, a road runs due east to the Sandusky County line, at which point begins a stone road which runs to Fremont, twenty-two miles from Prairie Depot. This stone road is not very well kept up, but is a fairly good road all the year round. The road from Prairie Depot to Pemberville is like all the rest—good during a drouth. You, no doubt, understand that Wood County is regularly surveyed for a road on each section line, and the majority of these roads are actually open. The consequence is, none of the roads are traveled enough to keep them in very good condition, except in the summer months. For seven or eight months of the year, bicycling is out of the question. The county is perfectly flat. Now and then a tourist invades these solitudes, but so infrequently that when he comes he attracts a great deal of attention. The natives think wheelmen have no business on the roads. A farmer threatened to have me arrested if I didn't keep off the roads. That occurred within two miles of Bowling Green, the county seat. The principal places of interest to the average tourist would probably be the oil fields near North Baltimore, Cygnet, Bowling Green and Prairie Depot.

There are also large natural gas wells at Cygnet and North Baltimore. The largest oil well ever struck in the world is situated a short distance south of North Baltimore. This well produced from three to five thousand barrels per hour when first struck. It can be easily reached from Findlay, over good roads. As to historical facts, I am not aware that Wood County has a place in history as yet.

I hope no tourist will be misled by anything that I have written that you may see fit to publish in the road book. Please make it as rosy as possible, for I would like to see a cyclist now and then without going out of the county.



WYANDOT

Area, 404 Square Miles; Population, 21,722.

Is northwest of the center of the State. The population of the principal localities is: Nevada, 802; Upper Sandusky, 3,572; Carey, 1,605; Kirby, 300; Marseilles, 213; Sycamore, 722.

In regard to the various points of interest, Mr. Sherman A. Cuneo, of Upper Sandusky, says:

Upper Sandusky is on what is known hereabouts as the "State Road." It is so called, we presume, because it leads straight to Columbus. To the north it touches Tiffin, about twenty miles distant.

Wyandot County roads, with a few trifling exceptions, are of the mud variety, as are most of the highways of Northwestern Ohio. However, a pike movement has started here, and the roads of this township are being improved. The work will be completed some

time next year, and the above road will be given about four miles of pike both north and south of the city. But crushed stone is being used, and it will be several years before the improvement will be of benefit to wheelmen.

The first city to the south on the State Road is Marion. The distance is about nineteen miles, and about two miles this side good pike is struck. Thence on to Columbus the best of wheeling abounds.

A road branching out from this city to the northwest leads to Fostoria. It is mostly mud road, but the part lying in this county is cheaply piked, and more will be. The town of Carey is located on this road. It is a pleasant little burg, and has the finest hotel for the size of the place in Ohio.

Bucyrus is sixteen miles east of here, and is reached by a mud road. That part lying in this township will be piked.

A road branching to the southwest goes through Kenton and Bellefontaine. Fine pike is struck about thirteen miles out.

Very little more can be said of the roads hereabouts. The country is fairly level, there being but few hills and small ones at that. In summer the roads, although abominable in winter and spring, afford almost as enjoyable wheeling as pike. As to sand, little, if any, is encountered.

The railroads of Upper Sandusky are the Columbus, Hocking Valley and Toledo and the Pittsburg, Ft. Wayne and Chicago.

As to landmarks and points of interest, Wyandot County abounds in them. I will briefly mention a few of the most important. The old mission church should be seen. It stands in the old mission cemetery, located in the northeastern corner of Upper Sandusky. It was erected by Rev. J. B. Finley and other missionaries, through Government assistance, in 1822, as a school and place of worship for the Indians. It was the first Methodist Episcopal missionary structure in Ohio. A few years since it toppled in from decay, but has been reconstructed into a chapel, the design and general appearance of the old structure being retained, and the same material used as much as possible. While it is practically a new edifice, it is still an object of great interest. The surroundings are of historical importance, as many notable Indian preachers and chieftains are buried near by—Between-the-Logs, Mononcue and others.

In the southeastern corner of the city, near the water works plant, stands the "Old Sycamore," the largest tree this side of the Mississippi. A yard from its base it measures thirty-seven feet in circumference, and at its base over forty. It is now rapidly decaying, and will remain in position but a few years more.

About three miles north of town and a half mile east is the Crawford battle ground, upon which the noted and disastrous battle with the Indians in 1782 was fought.

About a mile east of the little town of Crawford, and five miles northwest of here, stands a monument erected to the memory of Colonel Crawford, on the spot where he is supposed to have been burned.

Northwest of town about four miles are located a number of oil wells, and those who have never seen anything of the kind will be repaid by visiting them.

Upper Sandusky is a pretty town, and has fair streets for wheeling. It is a sociable place, and our wheelmen are a very agreeable set. Pretty girls are legion, and Upper Sandusky has more to the square inch than any other town in Ohio. To all visiting cyclists we promise a most cordial welcome.



List of Local Consuls and League Hotels in Ohio, 1892.

EXPLANATION—Dis, district; d., day; b., breakfast; dr., dinner; s., supper; l., lodging.

TOWN OR CITY.	COUNTY.	DIS.	CONSUL.	HOTEL.	L. A. W. RATE.
Ada.....	Hardin.....	12.....	W. H. Morrow.....	Young House.....	d. \$1.50.
Akron.....	Summit.....	9.....	W. B. Ward.....	The Buchtel.....	d. \$1.60; m. or l. 40c.
Alliance.....	Stark.....	16.....	Arthur Wright.....	Commercial.....	d. \$1.50 to \$2.00; m. or l. 40c.
Arcanum.....	Darke.....	19.....	J. W. Mays.....	Miller House.....	d. \$1.50; m. or l. 40c.
Ashland.....	Ashtabula.....	14.....	Levi Garber.....	The Hotel James.....	d. \$1.75; m. or l. 50c.
Ashtabula.....	Ashtabula.....	8.....		Sebrell House.....	d. \$1.00; m. or l. 25c.
Atwater.....	Portage.....	10.....	E. H. Hinman.....		
Aurora.....	Portage.....	10.....	L. H. Norton.....		
Bainbridge.....	Ross.....	32.....	E. E. Rockhold.....		
Barbertown.....	Summit.....	9.....	Miss Gertrude Lewis.....		
Barnesville.....	Belmont.....	26.....		Albert House.....	d. \$1.50; m. or l. 40c.
Batavia.....	Clermont.....	31.....		Clermont.....	d. \$1.40; m. or l. 35c.
Bedford.....	Cuyahoga.....	7.....	W. C. Whitaker.....	Post House.....	d. \$1.00; m. 25c.; l. 50c.
Bellaire.....	Belmont.....	26.....	A. J. Norton.....	Globe House.....	d. \$1.50; m. or l. 40c.
Bellefontaine.....	Logan.....	20.....	Frank Butler.....	Commercial.....	d. \$1.50; m. or l. 40c.
Belleville.....	Richland.....	14.....	Lynn A. Le Fevre.....		
Bellevue.....	Huron.....	5.....		Bourdette.....	d. \$1.50; m. 25c.
Berea.....	Cuyahoga.....	7.....		City Hotel.....	d. \$1.50; b. or s. 35c.; dr. or l. 40c.
Blake's Mills.....	Tuscarawas.....	25.....	H. Darst.....		
Bloom Centre.....	Logan.....	20.....	J. Williard Smith.....	Halborth House.....	d. 75c.; m. or l. 25c.
Bond Hill.....	Hamilton.....	29.....	Perin W. Scarborough.....		
Brandt.....	Miami.....	19.....	Harvey Brown.....		
Bridgeport.....	Belmont.....	26.....	Alvin W. Loe.....		
Brooklyn Village.....	Cuyahoga.....	7.....	C. D. Andrews.....		
Bryan.....	Williams.....	2.....	F. W. Ingalls.....	Hotel Williams.....	d. \$1.50; m. or l. 50c.
Bucyrus.....	Crawford.....	13.....	Olyssus C. Wynn.....	Stall House.....	d. \$1.50; m. or l. 40c.
Burton.....	Geauga.....	8.....		Punderson Lake.....	d. \$1.00; m. or l. 35c.
Burton.....	Geauga.....	8.....		Burton Exchange.....	d. \$1.00; m. or l. 25c.
Butler.....	Richland.....	14.....			
Cadiz.....	Harrison.....	26.....	F. E. Wise.....		
Caldwell.....	Noble.....	34.....	C. S. Scott.....		
Calumet.....	Calumet.....	26.....	C. C. Caldwell.....		
Cambridge.....	Jefferson.....	25.....	E. E. Gibson.....	The Berwick.....	d. \$1.50; m. or l. 40c.
Campbellport.....	Guernsey.....	10.....	A. C. Sarchet.....		
Canal Dover.....	Portage.....	25.....	T. W. Hull.....		
Canton.....	Tuscarawas.....	16.....	Theo. Wentz.....		
Carey.....	Sark.....	12.....	E. J. Heffelman.....	Hurford House.....	d. \$1.50; dr. 50c.; b., s. or l. 40c.
Carthage.....	Wyandot.....	29.....	Harry P. Fetter.....	New Galt House.....	d. \$1.50; m. or l. 35c.
Catawba Island.....	Hamilton.....	3.....	A. W. Conner.....		
Celina.....	Ottawa.....	14.....	B. O. Gamble.....	Ellis House.....	d. \$1.50; m. or l. 37½c.
	Mercer.....				

LIST OF LOCAL CONSULS AND LEAGUE HOTELS IN OHIO, 1892—CONTINUED.

TOWN OR CITY.	COUNTY.	DIS.	CONSUL.	HOTEL.	L. A. W. RATE.
Centerville.....	Montgomery ..	27...	Dr. Dudley Keever.....	Warner House.....	d. \$1.10; dr. 35c.; b, s. or l. 25c.
Chagrin Falls.....	Cuyahoga.....	7.....	James McVicker.....	Hotel Carson.....	d. \$1.50; m. or l. 40c.
Chillicothe.....	Ross.....	32.....	Fred. E. Spicker.....	Palace.....	d. \$2.00; m. or l. 50c.
Cincinnati.....	Hamilton.....	30.....	Rev. Henry Mitchell.....	Pickaway House.....	d. \$1.50; m. or l. 40c.
Circleville.....	Pickaway.....	22.....	James Josephi.....	Hawley House.....	d. \$2.00.
Cleveland.....	Cuyahoga.....	7.....	John W. Mayhew.....	Nichols House.....	d. \$1.50; m. or l. 40c.
Clyde.....	Sandusky.....	4.....	H. D. Emerson.....	Park.....	d. 2.00.
Coal Grove.....	Lawrence.....	33.....	D. Wickliffe.....	Commercial.....	d. \$1.60 m. or l. 40c.
College Hill.....	Hamilton.....	29.....	D. B. McMullen.....	.....	.....
Columbus.....	Franklin.....	22.....	Charles G. Gosser.....	.....	.....
Conneaut.....	Ashtabula.....	8.....	Theo. Wetterstroem.....	.....	.....
Coshocton.....	Coshocton.....	24.....	R. G. Schnee.....	.....	.....
Cummins ville.....	Hamilton.....	30.....	Ernest E. Scott.....	Phillips House.....	d. \$1.50; m. or l. 50c.
Cuyahoga Falls.....	Summit.....	9.....	Fred. J. Bowen.....	New Russell House.....	d. \$1.50; m. or l. 40c.
Dalton.....	Wayne.....	15.....	Dr. Charles E. Slocum.....	.....	.....
Dayton.....	Montgomery.....	27.....	R. J. Peterheim.....	Hotel Donavin.....	d. \$2.00; m. or l. 50c.
Defiance.....	Defiance.....	2.....	M. L. Wolf.....	Phelan House.....	d. \$2.00; m. or l. 50c.
De Graff.....	Logan.....	20.....	C. L. Hartwell.....	Central.....	d. \$1.50; m. or l. 35c.
Delaware.....	Delaware.....	11.....	J. H. Teeple.....	Beck House.....	d. \$1.00; m. or l. 35c.
Delphos.....	Van Wert.....	2.....	E. L. Mariott.....	.....	.....
Delta.....	Fulton.....	11.....	Harry H. Hershey.....	Central House.....	hot and cold baths.
DuPont.....	Putnam.....	11.....	C. F. Ressler.....	.....	.....
East Greenville.....	Stark.....	16.....	Seward W. Henson.....	Central House.....	d. \$1.00; b. or s. 25c.; dr. or l. 35c.
East Liverpool.....	Columbiana.....	17.....	Emery T. Pierce.....	The Marvin.....	d. \$1.50; b. or s. 35c.; dr. or l. 40c.
East Palestine.....	Columbiana.....	17.....	Charles Van Tine.....	Earl Hotel.....	d. \$1.50; m. or l. 40c.
Eaton.....	Preble.....	15.....	Harry Gilbert.....	New Coleman.....	d. \$1.40; m. or l. 35c.
Elyria.....	Lorain.....	6.....	A. M. Galbraith.....	.....	.....
Fairview.....	Guernsey.....	25.....	H. W. Dachtler.....	.....	.....
Fayette.....	Fulton.....	2.....	John G. Davis.....	Central.....	d. \$1.50; m. or l. 40c.
Findlay.....	Hancock.....	12.....	J. W. Pero.....	.....	.....
Fostoria.....	Seneca.....	4.....	Chet. H. Anderson.....	Cannon House.....	d. \$1.40; m. or l. 35c.
Frankfort.....	Ross.....	32.....	Frank M. Moore.....	Kent House.....	m. or l. 40c.
Franklin.....	Warren.....	31.....	.....	Florentine.....	d. \$1.50; m. or l. 40c.
Fredericktown.....	Franklin.....	14.....	.....	.....	.....
Fremont.....	Sandusky.....	4.....	.....	.....	.....
Galion.....	Crawford.....	13.....	.....	.....	.....
Gallipolis.....	Gallia.....	33.....	.....	.....	.....
Garrettsville.....	Portage.....	10.....	.....	.....	.....
Genuga Lake.....	Portage.....	10.....	.....	.....	.....
German town.....	Montgomery.....	27.....	O. G. Brown.....	.....	.....
Gibsonburg.....	Sandusky.....	4.....	F. W. Zorn.....	.....	.....

Gilboa.....	Putnam.....	11.....	Dr. A. C. Matthias.....	Girard House.....	d. \$1.50; m. or l. 40c.
Girard.....	Trumbull.....	8.....	F. R. Goodrich.....	Kloeb House.....	d. \$1.00; m. or l. 25c.
Glendale.....	Hamilton.....	29.....			
Glennville.....	Cuyahoga.....	7.....	H. E. Williams.....		
Goe's Station.....	Green.....	28.....	Robert G. Fay.....		
Granville.....	Licking.....	23.....	Prof. Wm. G. Tight.....		
Greenbush.....	Preble.....	27.....	R. E. Gifford.....		
Greenfield.....	Highland.....	28.....	A. B. Wilson.....		
Greenland.....	Ross.....	32.....	Orley Brown.....		
Green Spring.....	Seneca.....	4.....		Sanitarium.....	d. \$1.50; m. or l. 40c.
Greenville.....	Darke.....	15.....	W. J. Klinger.....	Turpen.....	d. \$1.50.
Hamilton.....	Butler.....	29.....	T. E. Doty.....	St. Charles.....	m. 40c; l. 50c.
Harrison.....	Hamilton.....	29.....	Harry O. Campbell.....	Central.....	d. \$1.25; m. or l. 35c.
Hartwell.....	Hamilton.....	29.....	Frank Miles.....		
Hicksville.....	Defiance.....	2.....	W. F. Horton.....	Swilley House.....	d. \$1.70; b. or s. 35c.; dr. or l. 50c.
Hillsboro.....	Highland.....	28.....	H. W. Le Fevre.....	Kramer House.....	d. \$1.50; m. or l. 50c.
Hinesville.....	Richland.....	14.....	Charles W. Douglass.....		
Hiram.....	Portage.....	10.....	R. A. Nichols.....		
Hubbard.....	Trumbull.....	8.....	D. W. Bonnell.....	Pew House.....	d. \$1.00; m. or l. 25c.
Hudson.....	Summit.....	9.....		Mansion House.....	d. \$1.50; m. or l. 35c.
Huntington.....	Lorain.....	6.....	Miss Effie L. Chapman.....	New Ironton.....	d. \$2.00; m. or l. 50c.
Ironton.....	Lawrence.....	33.....	Emil Arnold.....	Himmerlein.....	d. \$1.50.
Jackson.....	Jackson.....	33.....	J. M. Wallace.....	Kingsston Hotel.....	d. \$1.20; b. or s. 25c.; dr. or l. 35c.
Kelley's Island.....	Erie.....	5.....	Norman Uppe.....	Hotel Martin.....	d. \$1.50; m. or l. 40c.
Kent.....	Portage.....	10.....	F. R. Musser.....	Laura House.....	d. \$1.00; m. or l. 25c.
Kingston.....	Ross.....	32.....	Joseph Kernan.....	Lebanon House.....	d. \$1.50; m. or l. 40c.
Lakewood.....	Cuyahoga.....	7.....	F. F. Andrews.....		
Lancaster.....	Fairfield.....	23.....	H. R. Boving.....		
Laura.....	Miami.....	19.....	Dr. J. P. Brandon.....		
Lebanon.....	Warren.....	31.....			
Leetonia.....	Columbiana.....	17.....	Dr. Jesse Sturgeon.....	Burnet House.....	d. \$2.00; m. or l. 50c.
Lewisburg.....	Preble.....	27.....	S. N. Keithley.....		
Lima.....	Allen.....	11.....	M. L. Johnston.....	Glancey Hotel.....	d. \$1.00; b. or s. 25c.; dr. 35c.
Linton.....	Stark.....	16.....	C. H. Kuntze.....	Birmingham Ho'se Commercial.....	d. \$1.50; dr. 35c. d. \$1.25; m. or l. 35c.
Lincoln.....	Jefferson.....	26.....	A. W. Strong.....	Madison House.....	d. \$1.40; m. 35c.
Linwood.....	Hamilton.....	29.....	A. C. Veith.....	Ferrell House.....	d. \$1.40; m. or l. 35c.
Lockland.....	Hamilton.....	29.....	J. O. Burdial.....	Lesh House.....	d. \$1.25; m. or l. 35c.
Logan.....	Hocking.....	23.....	J. F. Martin.....	Stewart House.....	d. \$1.00; m. or l. 25c.
London.....	Madison.....	21.....	C. W. Farfar.....	Lowell House.....	d. 80c.; m. or l. 20c.
Lorain.....	Lorain.....	6.....	C. E. Daniels.....		
Louisville.....	Stark.....	16.....	F. W. Schilling.....		
Loveland.....	Clermont.....	31.....	J. R. Anderson.....		
Lowell.....	Washington.....	34.....	A. D. Stanley.....		
Madisonville.....	Hamilton.....	29.....	Wm C. King.....	St. James.....	d. \$2.00.
Mansfield.....	Richland.....	14.....	A. P. Seiler.....	Grand Union.....	d. \$2.00; m. or l. 50c.
Marietta.....	Washington.....	34.....	F. E. Wittig.....	Hotel Marion.....	d. \$1.50; m. or l. 40c.
Marion.....	Marion.....	13.....	F. A. Huber.....	Bayless House.....	d. \$1.00; m. or l. 25c.
Martin's Ferry.....	Belmont.....	26.....	Harry Chessell.....		
Marysville.....	Union.....	21.....	Dr. H. A. Rodebaugh.....		

LIST OF LOCAL CONSULS AND LEAGUE HOTELS IN OHIO, 1892—CONTINUED.

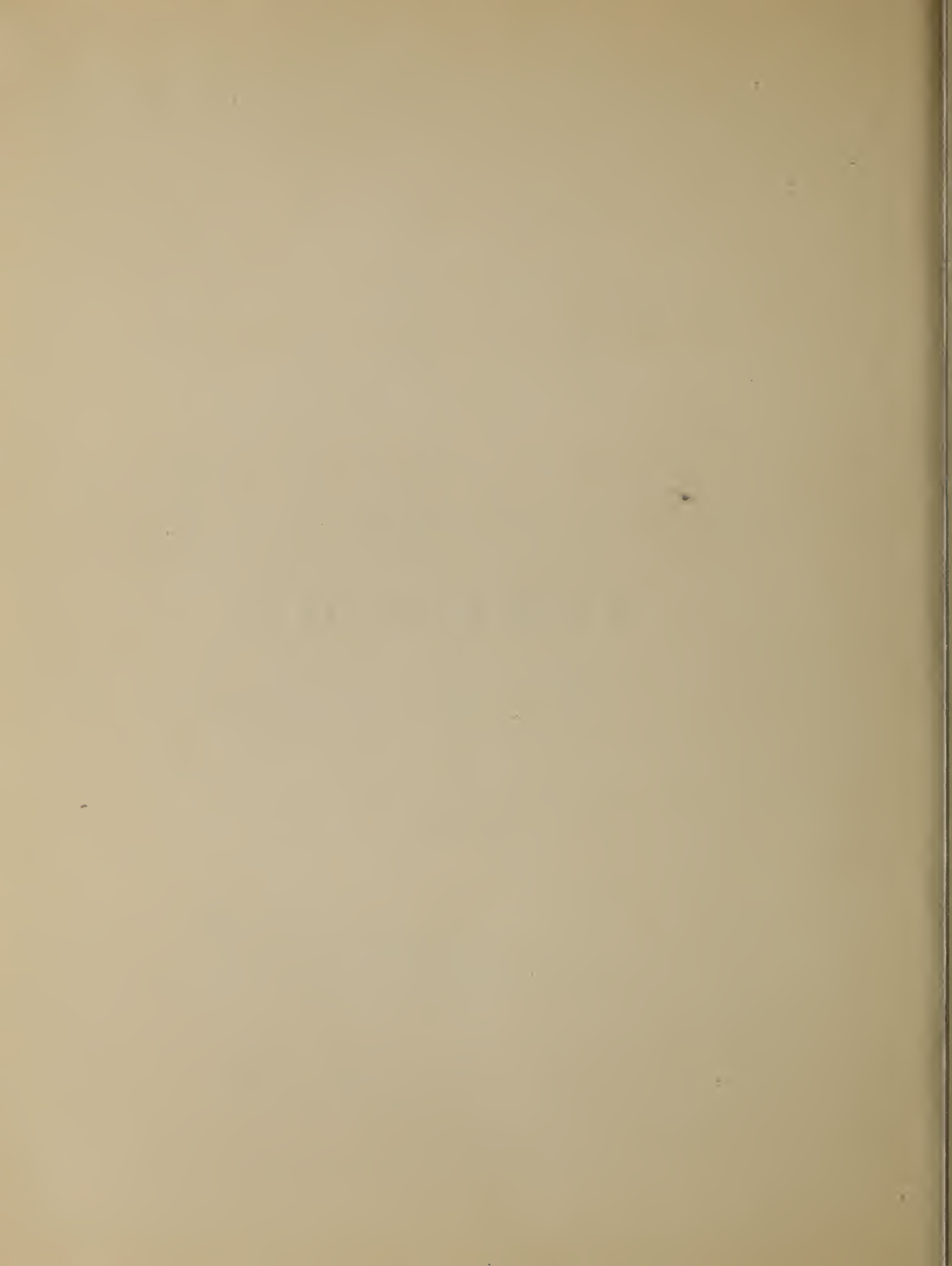
TOWN OR CITY.	COUNTY.	DIS.	CONSUL.	HOTEL.	L. A. W. RATE.
Massillon.....	Stark.....	16.....	F. H. Snyder.....	Hotel Conrad.....	d. \$1.50; m. or l. 40c.
Maumee.....	Lucas.....	3.....	H. C. Kreps.....	American.....	d. \$1.40; m. or l. 35c.
McComb.....	Hancock.....	12.....	James G. Cooper.....	Murray House.....	d. \$2.00; m. or l. 50c.
McConnellsville.....	Morgan.....	34.....	F. C. Bueckholter.....	Chambers House.....	d. \$1.50; dr. 50c.
Mechanicsburg.....	Champaign.....	20.....	J. P. Taylor.....	U. S. Hotel.....	d. \$2.00; m. or l. 50c.
Medina.....	Medina.....	6.....	E. E. Root.....	National.....	d. \$1.00; dr. 35c.
Mesopotamia.....	Trumbull.....	8.....	C. E. Holcomb.....	Commercial.....	d. \$1.00; m. or l. 25c.
Miami.....	Hamilton.....	29.....	P. W. Carter.....	Homer House.....	d. \$1.50; m. or l. 25c.
Middleport.....	Meigs.....	33.....	Roy Davis.....	Shockey Place.....	d. \$1.50; m. or l. 40c.
Middletown.....	Butler.....	29.....	Murray Schenck.....	Central.....	d. \$1.25; m. 30c.; l. 35c.
Milford.....	Clermont.....	31.....	E. L. Porter.....	Curtis House.....	d. \$1.50; m. or l. 50c.
Millwood.....	Knox.....	14.....	J. C. Hewitt.....	Miller House.....	d. \$2.00; m. or l. 40c.
Mineral.....	Athens.....	34.....	George J. Haas.....	Hotel Warden.....	d. \$1.50; m. or l. 40c.
Monroeville.....	Huron.....	5.....	Charles Taggart.....	Hotel Crescent.....	d. \$1.25; dr. 35c.
Monroeville.....	Belmont.....	26.....	John N. Wager.....	Hotel Union.....	d. 75c.
Morrow.....	Warren.....	31.....	F. C. Fritts.....	Hearn House.....	d. \$1.40; m. or l. 35c.
Mt. Sterling.....	Madison.....	21.....	Fred S. Crowell.....	Park.....	d. \$1.50; b. or s. 35c.; dr. or l. 40c.
Mt. Vernon.....	Knox.....	14.....	Hiram Van Campen.....	Hostetter House.....	d. \$1.50; m. or l. 40c.
Napoleon.....	Henry.....	2.....	John G. Keyes.....	Exchange.....	d. \$1.50; m. 35c.; l. 45c.
Nat. Military Home.....	Montgomery.....	27.....	H. J. Hoover.....	Sanford.....	d. \$1.50; dr. 50c.; b., s. or l. 40c.
Newark.....	Licking.....	23.....	E. S. McFadden.....	Anderson.....	d. \$1.25; m. 30c.; l. 35c.
New Athens.....	Harrison.....	26.....	J. H. Painter.....	St. Charles.....	d. \$1.50; m. or l. 35c.
New Burlington.....	Clinton.....	28.....	F. D. Mulvane.....		
New Comerstown.....	Tuscarawas.....	25.....	O. S. Johnston.....		
New Concord.....	Muskingum.....	24.....	John B. May.....		
New Holland.....	Pickaway.....	22.....	James Slack.....		
New Knoxville.....	Auglaize.....	18.....	Henry Klein.....		
New Lexington.....	Perry.....	23.....	C. M. Wilcox.....		
New Lisbon.....	Columbiana.....	17.....	Harry S. Santee.....		
New Paris.....	Preble.....	27.....	F. E. Wilson.....		
New Philadelphia.....	Tuscarawas.....	25.....	C. J. Rockwell.....		
New Vienna.....	Clinton.....	25.....	O. W. Stone.....		
Niles.....	Trumbull.....	28.....	O. L. Fogle.....		
North Baltimore.....	Wood.....	8.....	Wm. E. Austin.....		
North Bend.....	Hamilton.....	3.....	H. P. Seip.....		
North Columbus.....	Franklin.....	29.....	Fred. W. Cook.....		
North Columbus.....	Champaign.....	22.....	Frank D. Bell.....		
North Louisville.....	Huron.....	20.....	W. S. Cadman.....		
North Monroeville.....	Huron.....	5.....			
Norwalk.....	Huron.....	5.....			
Norwich.....	Muskingum.....	24.....			
Norwood.....	Hamilton.....	29.....			

Oberlin.....	Lorain.....	6.	B. O. Durand.....	Park	d. \$1.40; m. or l. 35c.
Oran.....	Shelby.....	18.	O. W. Nisewonger.....	.....	.....
Orville.....	Wayne.....	15.	W. L. Bechtel.....	.....	.....
Osborn.....	Green.....	28.	H. K. Smith.....	.....	.....
Ottawa.....	Putnam.....	11.	Ed. Beardsley.....	Leopold House.....	d. \$1.50; m. or l. 40c.
Oxford.....	Butler.....	29.	Dr. C. O. Munns.....	Girard House.....	d. \$1.40; m. or l. 35c.
Painesville.....	Lake.....	8.	G. W. Blackmore.....	Stockwell.....	d. \$1.50; m. 40c.; l. 50c.
Pataaskala.....	Licking.....	23.	W. H. Mead, Jr.....	American.....	d. \$1.50; m. or l. 40c.
Piqua.....	Miami.....	19.	J. C. Cron.....	Collins.....	d. \$2.00; m. or l. 50c.
Plattsburg.....	Clark.....	20.	C. G. Hare.....	.....	.....
Pleasant Corners.....	Franklin.....	22.	Jesse J. Brown.....	Grand Dlicher.....	d. \$2.00; m. or l. 50c.
Pomeroy.....	Meigs.....	33.	Hugh M. Davis.....	Arlington.....	d. \$1.25; dr. 35c.; b., s. or l. 25c.
Portsmouth.....	Scioto.....	32.	T. M. Becker.....	.....	.....
Prairie Depot.....	Wood.....	4.	C. Jameson.....	.....	.....
Preston.....	Hamilton.....	29.	J. L. Wakefield.....	.....	.....
Ragersville.....	Tuscarawas.....	26.	.....	Good House.....	d. \$1.00; m. or l. 25c.
Ravenna.....	Portage.....	10.	Will A. Allen.....	Riddle Block Rest.....	d. \$1.25; m. 25c.; l. 50c.
Richwood.....	Union.....	21.	Joseph Embrey.....	.....	.....
Ripley.....	Brown.....	31.	W. L. Campbell.....	Bank Hotel.....	d. \$1.50; m. 40c.; l. 50c.
Roseville.....	Muskingum.....	24.	John W. Rider.....	McAdoo.....	d. \$1.00; m. or l. 25c.
Roxabell.....	Ross.....	32.	Clarence Trovillo.....	.....	.....
Salem.....	Columbiana.....	17.	J. H. Blackburn.....	Greiner-Brainard.....	d. \$2.00; m. or l. 50c.
Sandusky.....	Erie.....	5.	George R. Prout.....	Sloan.....	d. \$2.00; m. or l. 50c.
Scott.....	Van Wert.....	11.	P. H. Mounts.....	.....	.....
Sedamsville.....	Hamilton.....	30.	Dr. M. D. Green.....	.....	.....
Shelby.....	Richland.....	14.	O. P. Landis.....	.....	.....
Sidney.....	Shelby.....	18.	D. B. Orbison.....	Wagner House.....	d. \$1.50; m. or l. 50c.
Sinking Spring.....	Highland.....	28.	Frank Belleson.....	Latona.....	d. \$1.00; m. or l. 25c.
Smithfield.....	Jefferson.....	26.	Dr. J. G. Parr.....	Shane House.....	d. \$1.00; m. or l. 25c.
South Charleston.....	Clarke.....	20.	E. M. Van Cleave.....	Ackley.....	d. \$1.00; m. or l. 25c.
Springboro.....	Warren.....	31.	Dr. Ralph S. Michel.....	.....	.....
Springfield.....	Clarke.....	20.	E. J. Wallace.....	Arcade.....	d. \$2.00; m. or l. 50c.
Staubenville.....	Jefferson.....	26.	J. B. Griffith.....	Lowe's Imperial.....	d. \$1.50; m. or l. 50c.
St. Mary's.....	Auglaize.....	18.	Louis Kayser.....	.....	.....
Summerville.....	Noble.....	34.	C. H. Dew.....	Paul House.....	d. \$1.20; b., l. or s. 30c.; dr. 35c.
Sunbury.....	Delaware.....	22.	A. C. Williams.....	Morcher House.....	d. \$1.25; m. 35c.; l. 40c.
Tiffin.....	Seneca.....	4.	Charles Herman, Jr.....	.....	.....
Tippecanoe City.....	Miami.....	15.	L. T. Sheets.....	Burnet.....	d. \$2.00.
Toledo.....	Lucas.....	3.	L. G. Coltron.....	Goucher House.....	d. \$1.50; b., s. or l. 35c.; dr. 45c.
Tonawanda.....	Jefferson.....	26.	W. B. Francy.....	.....	.....
Troy.....	Miami.....	19.	J. H. Julian.....	Coolidge.....	d. \$1.50; m. or l. 50c.
Uhrichsville.....	Tuscarawas.....	25.	H. S. Francis.....	.....	.....
Upper Sandusky.....	Wyandot.....	12.	A. C. Cuneo.....	Gotfried.....	d. \$1.50; m. or l. 40c.
Urbana.....	Champaign.....	20.	A. W. Patrick.....	Hotel Sowles.....	d. \$1.50; m. 40c.
Utica.....	Licking.....	23.	H. E. Harris.....	.....	.....
Walnut Hills.....	Hamilton.....	30.	J. G. Monfort.....	.....	.....
Wapakoneta.....	Auglaize.....	18.	J. W. Doering.....	Burnet.....	d. \$1.50; m. or l. 40c.
Warren.....	Trumbull.....	8.	J. W. Packard.....	Park.....	d. \$1.50; m. or l. 50c.
Washington C. H.....	Fayette.....	32.	W. Hetteshimer.....	Cherry Hotel.....	d. \$1.50; dr. 40c.

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TOWN OR CITY.	COUNTY.	DIS.	CONSUL.	HOTEL.	L. A. W. RATE.
Wauseon.....	Fulton.....	2	Fred. Bollmeyer.....	Eager.....	d. \$1.25; m. 25c.; l. 50c.
Waverly.....	Pike.....	32	David Stahler, Jr.....	Emmit House.....	d. \$1.50; m. or l. 40c.
Wellington.....	Lorain.....	6	A. H. Pierce.....	American.....	d. \$1.50; m. or l. 35c.
Wellsville.....	Columbiana.....	17	C. R. McDonald.....	Commercial.....	d. \$1.25; b. or s. 25c.; dr. or l. 40c.
West Austintown.....	Mahoning.....	17	G. O. Neff.....	.....	.....
West Clarksfield.....	Huron.....	5	W. E. Viets.....	.....	.....
West Cleveland.....	Cuyahoga.....	7	W. F. Hoyt.....	.....	.....
West Columbus.....	Franklin.....	22	L. D. Glover.....	.....	.....
West Elkton.....	Preble.....	27	C. T. Talbert.....	Holmes House.....	d. \$2.00; b. or s. 40c.; dr. or l. 50c.
Westerville.....	Franklin.....	22	O. A. Kimball.....	.....	.....
West Farmington.....	Trumbull.....	8	M. W. Hammon.....	.....	.....
West Jefferson.....	Madison.....	21	Wm. E. Booth.....	Reames.....	d. \$1.00; m. or l. 25c.
West Liberty.....	Logan.....	20	J. H. Baldwin.....	McWade.....	d. \$1.00; m. or l. 25c.
West Mansfield.....	Logan.....	20	Jno. Gordon, Jr.....	Palace.....	d. \$1.25; b. or s. 25c.; dr. 40c.; l. 35c.
West Middlebury.....	Logan.....	20	L. M. Seaman.....	Burnet House.....	d. \$1.00; m. or l. 25c.
West Union.....	Adams.....	31	.....	.....	.....
Williamsburg.....	Clermont.....	31	F. L. Brindle.....	Central.....	d. \$1.50; dr. 40c.
Wilmingon.....	Clinton.....	28	Harry Salway.....	Bradley.....	d. \$2.00; m. or l. 50c.
Winton Place.....	Wayne.....	15	J. S. V. Speer.....	Tod.....	d. \$2.00; m. or l. 50c.
Wooster.....	Franklin.....	22	A. Oskamp.....	Kirk.....	d. \$1.50; m. or l. 40c.
Wyoming.....	Hamilton.....	29	S. D. Kingsbury.....	.....	.....
Xenia.....	Greene.....	28	Will G. Rice.....	.....	.....
Yellow Springs.....	Greene.....	28	L. H. Bannister.....	.....	.....
Youngstown.....	Mahoning.....	17	B. V. H. Schultz.....	.....	.....
Zanesville.....	Muskingum.....	24	.....	.....	.....

APPENDIX



APPENDIX

Routes Radiating from Cincinnati

From Kempton's Illustrated "Vest Pocket Guide to Cincinnati and Vicinity," for 1892. By Permission.



Localities Reached by Bicycle or Carriage Routes.

(THE FIGURES IN PARENTHESES ARE THE POPULATION, THE OTHERS REFER TO THE ROUTES, THE BEST BEING IN BOLD-FACE TYPE.)

- Avondale (4,473), 8.
 Anderson's Ferry, **1**, 16.
 Aurora, Ind. (3,929), **1**, 16.
 Alexandria, Ky., 12, 13.
 Amelia (800), 10, 11.
 Alexanderville (250), 8.
 Amanda, 8.
 Brookville, Ind. (2,028), **2**, 3, 4.
 Bevis, 4.
 Bond Hill (600), 8.
 Bethany, 8.
 Blue Ball (45), 8.
 Batavia (953), 10.
 Butlerville (130), 10.
 Blanchester (1,196), 10.
 Blairsville, 11.
 Burlington, Ky., 15.
 Bromley, Ky., 16.
 Bullitts ville, Ky., 16.
 Cleves (1,227), 1, 3.
 Cheviot (660), 2, 3.
 Cedar Grove, Ind., 2, 3.
 Cummins ville (9,974), 4, 5, 6, **7**.
 College Hill, 4, **5**.
 Chester Park, 6, **7**.
 Carthage (2,257), 6, **7**, 8.
 Collinsville (125), 6.
 Camden (846), 6, **7**.
 Centreville, Ind. (864), 6.
 Cambridge City, Ind. (1,782), 6.
 Charlottesville, Ind., 6.
 College Corner (1,000), **4**, 6.
 Clifton (1,301), 7.
 Cedarville (1,355), 8.
 Columbus (88,150), 8.
 Carrollton (360), 8.
 Clarks ville (339), 8.
 Cuba (150), 8.
 California (400), 11.
 Coney Island, 11.
 Cherry Grove (150), 11.
 Cold Springs, Ky., 12.
 Crittenden, Ky. (440), 15.
 Constance, Ky., 16.
 Delhi (531), 1.
 Dent (250), 2, 3.
 Darrtown (300), 6.
 Dayton (61,220), **6**, 8.
 Demosville, Ky. (116), 14.
 Donnerail, Ky., 15.
 Dry Ridge, Ky. 15.
 Elizabethtown (200), 1.
 Eaton (2,934), 6, **7**, 8.
 Excello, 6.
 Erlanger, 15.
 Furmandale, 6.
 Franklin (2,729), **6**, 8.
 Foster's (300), 8.
 Ft. Ancient (75), 8.
 Ft. Thomas, Ky., 12.
 Fiskburg, Ky., 14.
 Falmouth, Ky. (1,146), 14.
 Florence, Ky., 15.
 Groesbeck, 4.
 Georgetown, 4.
 Glendale (1,444), 6, 7, **8**.
 Greenfield, Ind. (3,100), 6.
 Goshen (300), 10.
 Georgetown, Ky., 15.
 Harrison (2,010), 2, 3, 4.
 Hamilton (17,565), 5, 6, 7, **8**.
 Hartwell (1,507), 6.
 Hopkinsville (65), 8.
 Hillsboro (3,620), 10.
 Hamlet (100), 11.
 Hebron, Ky., 16.
 Irvington, Ind. (650), 6.
 Indianapolis, Ind. (105,436), 6.
 Idlewild (200), 9.
 Independence, Ky., 14.
 Jericho (40), 8.
 Knightstown, Ind. (1,867), 6.
 Lewisville, Ind. (420), 6.
 Lesourdsville, 6.
 Liberty, Ind. (1,314).
 London (3,313), 8.
 Linwood (1,291), **10**, 11.
 Lebanon (3,050), 8.
 Level (75), 10.
 Lynchburg (763), 10.
 Lindale (150), 11.
 Lee's Creek, 8.
 Latonia, Ky., 14.
 Lexington, Ky. (21,567), 15.
 Ludlow, Ky., 16.
 Miami (400), 1, **2**, 3, 4.
 Millville (300), 4.
 McGonigle (50), 4.
 Mt. Healthy (1,200), 4, **5**.
 Mt. Carmel, Ind. (142), 4.
 Middletown (7,631), 6.
 Mason (564), **8**, 9.
 Mt. Holly, 8.
 Mauds (150), 8.
 Monroe (375), 8.
 Miamisburg (2,952), 8.
 Morrow (842), 8.
 Martinsville (336), 8, 10.
 Montgomery (400), 9.
 Mt. Carmel (225), 10.
 Madisonville (2,214), 10.
 Milford (995), 10.
 Mulberry, 10.
 Mt. Repose, 10.
 Midland City (328), 10.
 Morrisville, 10.
 Mt. Pisgah (150), 11.
 Mt. Airy (600), 4.
 North Bend (600), 1.
 New Trenton, Ind., **2**, 3, 4.
 New Baltimore (126), 3, **4**.
 New London (250), 4.
 New Trenton, 8.
 New Vienna (871), 8.
 Norwood (1,000), 9.
 Newtown (500), **10**, 11.
 New Richmond (2,379), 11.
 Oxford (1,922), **4**, 6.
 Okeana (125), 4.
 Ogden (75), 8.
 Oakley (600), 8, **9**.
 Price Hill, 2.
 Preston (150), 4.
 Pleasant Run, 5.
 Port Union (77), 6.
 Princeton, 6.
 Pisgah (100), 8.
 Pleasant Ridge (1,027), 9.
 Plainville (199), 10.
 Pleasant Plain (201), 10.
 Petersburg, Ky. (525), 16.
 Riverside (2,169), 1.
 Richmond, Ind. (16,608), 6.
 Reading (3,000), 6, **8**.
 Red Bank (99), 10.
 Sedamsville, 1.
 Scipio, Ind., 4.
 Simms' Corner, 5.
 Springdale (400), 6, **7**.
 Seven Mile (288), 6.
 Somerville (330), 6.
 Sharon (713), 6, 8.
 Spring Valley (538), 8.
 South Charleston (1,041), 8.
 Socialville (60), 8.
 Sabina (1,080), 8.
 Springfield (31,895), 8.
 Silvertown (300), 9.
 Salem, 11.

Sadieville, Ky. (170), 15.
 Tobasco (250), 10, 11.
 Venice (350), 3, 4.
 Westwood (1,050), 2, 3
 Wyoming (1,454), 6, 7, 8.

Waynesville (704), 8.
 Wesley Chapel, 10.
 Westchester (259), 8.
 Wilmington (3,079), 8.
 Washington C. H. (5,742), 8.

Withamsville (250), 10, 11.
 Walton, Ky. (484), 15.
 Williamstown, Ky. (573), 15.
 Xenia (7,301), 8.
 Yellow Springs (1,375), 8.

DISTANCES FROM GARFIELD MONUMENT

(Eighth and Race Streets)

Route 1. To Aurora, Ind., via Lower River Road.

MILES.

- .9 Ninth and Freeman, turn to left; end of asphalt.
- 1.2 Sixth and Freeman, turn to right; granite.
- 1.6 Sixth and Cincinnati Southern R. R. Bridge.
- 1.8 Millcreek Bridge.
- 2.4 State Avenue and Lower River Road.
- 3.6 **Sedamsville**, Bold Face Creek; end of granite.
- 4.7 **Riverside**, Post Office, gravel.
- 5.4 Toll-gate.
- 6.8 ***Anderson's Ferry**.
- 8.6 **Trautman**, R. R. Station.
- 9.9 Toll-gate.
- 11.1 **Delhi Post Office**.
- 13.2 Muddy Creek.
- 15.4 Coke-ovens.
- 15.9 **North Bend**, foot of short steep grade; gravel and macadam.
- 16.4 †**Cleves**, cross-road; loose gravel.
- 16.7 **Cleves**, State road; gravel.
- 17.1 **Cleves**, cross-road, turn to left; loose gravel.
- 17.7 Big Miami River Iron Bridge; loose gravel.
- 17.9 †Cross-road; loose gravel.
- 18.0 Valley Junction R. R. crossing, turn to right; gravel.
- 19.7 Cross-road, turn to left.
- 20.6 White Water River Suspension Bridge.
- 22.3 **Elizabethtown**, Post Office; gravel.
- 22.4 **Elizabethtown**, forks, turn to right.
- 23.3 Post on State line.
- 25.9 R. R. Crossing, forks, turn to right.
- 28.3 **Lawrenceburg**, City Park.
- 32.3 **Aurora, Indiana**.
 [*Cross ferry to Constance, Ky., fare 10 cents. See Route 16].

MILES.

† Turn to left to go to:

- 17.5 Rapids in Big Miami; ruts and loose gravel.
- 19.1 **Lost Bridge**, Big Miami River; ruts and loose gravel.
- 19.8 **Elizabethtown**, forks, turn to left.
- † Turn to right to go to:
- 23.2 **Miami** (commonly called Miamitown), fair. See Route 3.

Route 2. To Price Hill and Cheviot.

- .9 Ninth and Freeman Avenue, turn to left one square, then to the right.
- 1.3 Eighth and Southern Railroad Bridge; end of granite.
- 2.2 Price Hill Inclined Plane. Fare 5 cents.
- 4.0 First toll-gate, Warsaw Pike; macadam.
- 4.5 *Rapid Run Road.
- 5.1 †Second toll-gate, Warsaw Pike; fair.
- 5.7 Warsaw Pike and Ferguson Road, turn to right; poor.
- 6.5 †Ferguson and Lick Run Roads, turn to left; good.
- 7.4 Lick Run Road and Cruikshank Avenue, turn to right; fine.
- 8.5 **Cheviot**, Cruikshank Avenue and Harrison Pike, to left. See Route 3.
- * Turn to left to go to:
- 5.1 Cemetery; very fine, down grade.
- 7.1 Five Points; misery begins, walk!
- 7.4 Iron Bridge; ride 20 feet, then walk.
- 7.8 Fourth Bridge; walking still possible.
- 8.3 School House; turn to left. Don't swear!
- 9.5 Forks, top of hill, turn to left, walk!!!
- 10.2 Foot of hill, draw a long breath.
- 10.5 **Delhi**, Post Office.
- † Turn to left to Delhi; fair for two miles, the rest poor.
- † Go straight ahead over poor dirt road to:

- 6.8 Intersection, turn to left and then to right; good.
 7.6 **Westwood**, Town Hall, to left. See Route 3.
 † Turn to right to return to the city over fair road.

Route 3. To Harrison and Brookville, Ind.

- 2.0 *Harrison and Spring Grove Avenues, Frenchman's Corner.
 2.3 †C., W. & B. R. R. Crossing
 3.0 Fairmount Woolen Mills, Harrison Pike, foot of hill.
 4.0 First toll-gate; old gate
 5.2 Eastern Avenue, top of hill rolling and rutty, new toll-gate.
 6.5 **Westwood**, Town Hall, fair.
 7.0 **Cheviot**, Hotel.
 7.8 †Seven Mile House, turn to right.
 10.2 **Dent**.
 10.5 Taylor's Creek Hill, top generally fair.
 12.0 Taylor's Creek Hill, foot, bad in places.
 14.9 ‡ **Miami**, State Street and Harrison Pike, foot of hill generally rough.
 15.9 Top of hill smooth and rolling.
 17.2 Toll-gate, top of next hill.
 18.7 Long covered wooden bridge, Dry Fork White Water River, foot of hill.
 21.6 Last toll-gate.
 22.0 **Harrison**.
 28.7 **New Trenton**.
 34.0 **Cedar Grove**.
 40.3 **Brookville**.

* For distances to intermediate points see Route 6.

† Turn to right, take roadbed to Cumminsville, Chester Park and Elmwood to avoid mud on Spring Grove Avenue.

‡ Turn to left to go to:
 16.5 **Cleves**, State road, rolling and fair. See Route 1.

§ Turn to right to go to:
 21.3 **New Baltimore**, poor.
 25.8 **Venice**, very good (distance estimated). See Route 4.

|| Turn to left to go to:
 15.0 Chamber's House. Fine dinner.
 23.2 **Cleves**. See Route 1.

Route 4. To Oxford via Venice.

- 4.2 ***Cummins**ville, Millcreek Bridge, follow left-hand car tracks.
 4.6 C., H. & D. R. R. crossing Colerain Avenue.
 4.9 Blue Rock Street and Colerain Avenue.
 5.3 Mt. Airy Hill, foot.
 6.1 Toll-gate.
 6.7 Top of steepest grade.
 7.6 †**Mt. Airy**, top of hill, College Hill Road.
 7.9 Second toll-gate.
 8.2 †Giffen Pike
 8.4 ‡Blue Rock Pike, Carey Road.
 9.9 **Groesbeck**.
 11.9 Third toll-gate.
 12.5 **Bevis**, Old Bevis House (1849).
 15.4 **Georgetown**, church.
 15.6 Top of hill.

- 16.2 Fourth toll-gate.
 16.6 Never-failing spring.
 17.1 Big Miami, covered bridge, foot of hill.
 17.9 ‡ **Venice**, cross-roads, turn to right.
 19.1 Toll-gate.
 22.1 Cross-roads.
 24.0 **Millville**, covered bridge, Indian Creek.
 25.1 Toll-gate, forks, turn to right, up grade, sandy.
 27.8 School House, top of short coast.
 28.6 **McGonigle**, C., H. & I. R. R. crossing, still up grade.
 29.4 Top of short coast.
 32.8 Top of short coast.
 34.8 **Oxford**, bakery and restaurant. See Route 6.
 * For intermediate points see Route 6.
 † Turn to right to go to:
 9.1 **College Hill**.
 11.6 **Mt. Healthy**.
 ‡ Turn to left to go to:
 12.7 **Cheviot**.
 § Turn to left to go to:
 15.4 **New Baltimore**.
 21.8 **Miami** (commonly called Miamitown). See Route 3.
 || Turn to right to go to:
 9.9 **College Hill**.
 † Turn to left to go to:
 20.1 || Forks, turn to the right.
 21.0 Paddy's Run, iron bridge.
 23.1 Dry Fork of White Water River, covered wooden bridge.
 23.8 **Preston** (formerly New Haven), P. O.
 24.7 Forks, turn to right.
 28.0 Toll-gate, Harrison Pike.
 28.4 **Harrison**. See Route 3.
 † Ask for Road to New London.
 21.2 Spring, erected by John Evans.
 21.5 **New London**.
 25.1 **Okeana**, turn to right.
 29.6 **Scipio**.
 32.9 **Mt. Carmel**.
 40.9 **Brookville**.
 || Turn to left to go to:
 22.4 **New Baltimore**.
 28.8 **Miami**. See Route 3.

Route No. 5. Hamilton via College Hill.

- 4.2 **Cummins**ville, Millcreek Bridge, follow right-hand car tracks. See Route 6.
 4.6 **Cummins**ville, Knowlton's Corner, turn to left, Hamilton Pike.
 5.1 **Cummins**ville, Hamilton Pike, foot of short hill.
 5.7 Foot of long hill, very poor and steep.
 6.8 **College Hill**, top of hill.
 9.8 **Mt. Healthy**, hilly but good.
 10.3 Toll-gate.
 14.2 **Pleasant Run**.
 17.5 **Simms' Corner**, toll-gate, level and fine.
 19.9 Toll-gate.
 20.7 C., H. & D. R. R. crossing, don't cross.
 22.1 **Hamilton**, St. Charles Hotel, Court House.

Route No. 6. Hamilton, Eaton, Indianapolis.

- 1.0 *Race Street and McMicken Avenue, turn to left.
- 1.1 †Clifton Incline Plane.
- 1.4 Mohawk Bridge.
- 1.7 Freeman and Central Avenue
- 2.0 Frenchman's Corner, turn to left.
- 3.1 First toll-gate, Spring Grove Avenue.
- 4.2 **Cumminsville**, Millcreek Bridge, follow right-hand car track.
- 4.6 **Cumminsville**, Knowlton's Corner, turn to right, mud!
- 5.3 Second toll-gate, Spring Grove Avenue, generally tough.
- Spring Grove Cemetery.**
- 6.2 Chester Park. Grier's.
- 6.8 Millcreek Bridge, sandy.
- 7.4 Third toll-gate, ruts, take side path.
- Ivorydale.**
- 7.9 Bloody Run.
- Elmwood.**
- 8.7 **Carthage**, Avenue Hotel.
- 9.3 **Carthage**, Gas Hall, turn to left.
- 9.7 Millcreek Bridge.
- 10.2 **Hartwell**, White Hall.
- 11.1 **Wyoming**, Town Hall, drinking fountain.
- 11.3 **Wyoming**, Reilly Avenue.
- 11.9 Blacksmith shop.
- 12.7 Millcreek Bridge, generally rough.
- 13.2 Foot of hill, not very smooth, easy grade. Station Spring, site of pioneer fort.
- 13.4 ‡Cross-road.
- 13.8 †**Glendale**, fifth toll-gate, turn to left.
- 14.2 Top of hill.
- 15.6 **Springdale**, forks, turn to left.
- 17.7 Mulhauser Station.
- 18.2 Jones' Station, sixth toll-gate.
- 19.2 Top of short steep grade.
- 21.1 **Furmandale.**
- 22.2 Schenck's Station, C., H. & D. R. R. Crossing.
- 23.3 Seventh toll-gate.
- 24.1 C., H. & D. R. R. Crossing.
- 25.5 †**Hamilton**, St. Charles Hotel, cross suspension bridge, turn to right.
- 31.4 **Seven Mile.**
- 35.6 ****Collinsville.**
- 39.6 **Somerville.**
- 45.5 **Camden.**
- 53.1 **Eaton.**
- 68.6 **Richmond, Ind.**
- 74.6 **Centerville.**
- 84.1 **Cambridge City.**
- 93.1 **Lewisville.**
- 102.3 **Knightstown.**
- 107.1 **Charlottesville.**
- 115.0 **Greenfield.**
- 125.0 **Irvington.**
- 133.0 **Indianapolis.**
- * Going via Ninth and Freeman Ave. add six-tenths mile.
- † Take incline, fare 5 cents, follow car tracks to Clifton Avenue west. See Route 7.
- ‡ Turn to the right to go to;

- 14.7 **Glendale, C., H. & D. R. R.** Crossing, hotel, cross railroad.
- 16.1 Canal, C. & R. R. R., east fork of Millcreek.
- 16.9 C., C. & I. R. R.
- 17.2 **Sharon**, intersection, turn to left. See Route 8.

‖ Turn to right to go to:

- 14.0 School house on the right.
- 18.0 **Port Union.**
- 21.9 †**Princeton.**
- 26.0 **Lesourdsville.**
- 28.7 **Excello**, cross railroad and canal.
- 31.8 **Middletown**, take north side of river.
- 39.8 **Franklin**, see Route 8.
- ‡ Keep straight ahead to:
- 28.0 Foot of hill.
- 29.4 Top of hill
- 30.9 Bridge at foot of hill.
- 33.5 Four Mile Creek, bridge.
- 34.4 **Darttown**, church.
- 35.2 Cross-roads, turn to the left.
- 39.7 **Oxford**, bakery and restaurant.
- 44.9 **College Corner**, follow railroad.
- 55.0 **Liberty, Ind.**
- ‡ Turn to left to go to:
- 23.2 Cross road.
- 23.7 School house.
- 26.5 Infirmary, top of hill.
- 27.5 **Hamilton.**

** From this point to Oxford is 43.8 miles.

Route No. 7. To Clifton, Chester Park, etc.

- .9 *Race and Findlay Streets, turn to right.
- 1.1 Vine Street and Clifton Avenue, turn to left, steep, very steep.
- 1.4 Clifton Avenue and Bellevue Incline Plane Railroad.
- 1.6 Clifton Avenue and Parker Street.
- 1.9 Clifton Avenue and McMillan, top of hill, turn to left, then to right.
- 2.0 Clifton Avenue and Calhoun Street, fine for a mile.
- 2.4 †Entrance to Burnet Woods.
- 3.0 ††Clifton and Ludlow Avenues.
- 3.6 Drinking Fountain, Clifton Avenue.
- 4.0 Clifton and Crescent Avenues, top of steep grade.
- 4.7 Bridge over canal, Crescent Avenue.
- 5.1 Millcreek.
- 5.3 Chester Park. See Route 6.
- * To avoid hill take Route †6.
- † Turn to right to go to Avondale and the Zoo.
- ‡ Turn to left to go down hill to:
- 4.2 Ludlow and Lafayette Avenues, near foot of coast.
- 4.6 C., H. & D. R. R. crossing.
- 4.9 **Cumminsville**, Knowlton's Corner. See Routes 5 and 6.

Route No. 8.—To Lebanon, Dayton, Xenia and Columbus.

- .6 *Court and Broadway, follow electric-car tracks.
- .7 Hunt and Broadway, turn to right, get your hill-climbing legs ready.

- 2.4 Reading Road and June Street, almost top asphalt.
 3.7 †Reading Road (Lebanon Pike) and Rockdale Street, vitrified brick.
 4.7 †Reading Road, Lebanon Pike, and Pad-dack road, turn to right, rough coast.
 5.4 Foot of hill, small stream, poor to Sharon.
 6.4 Five-Mile House.
 7.4 Cross-road, Carthage to Pleasant Ridge.
 8.9 Third toll-gate.
 10.1 **Reading**, Main and Vine Streets.
 10.5 Cincinnati & Richmond Railroad crossing.
 11.1 Fourth toll-gate.
 13.5 †**Sharon**, intersection.
 13.9 †Sharon, forks, turn to right, up grade, rough.
 16.5 Toll-gate, up grade, rough.
 17.9 †**Pisgah**, grows better.
 22.2 **Mason**, good.
 25.4 Narrow-Gauge Railroad Crossing.
 27.3 Narrow-Gauge Railroad crossing, turn to left.
 30.0 †**Lebanon**, Hotel.
 40.0 **Waynesville**.
 44.0 **Mt. Holly**.
 46.5 †**Spring Valley**.
 53.0 †**Xenia**.
Cedarville.
S. Charleston.
London.
West Jefferson.
 120.0 **Columbus**, distance estimated.

*To avoid hill take incline at head of Main Street, fare 5c., follow electric-car tracks to McMillan Street, turn to right, go one square down hill to cable-car tracks, turn to left and follow tracks to Oak Street, turn to right one square to electric-car tracks, turn to left and follow your nose.

- †Turn to left to go to the Zoo.
 †Turn to left to go down rocky coast to :
 6.1 **Bond Hill**.
 7.5 Carthage, Avenue Hotel. See Route 6.
 †Turn to left to go to :
 16.9 **Glendale**, very good.
 †Turn to left to go to :
 17.5 **Westchester**, said to be the best road.
 20.5 **Maud's**.
 20.7 Toll-gate, turn to right, foot of hill.
 21.2 Top of hill.
 22.3 **Bethany**.
Jericho.
 25.9 **Monroe**.
 27.9 ††Cross road.
 32.0 **Blue Ball**.
 34.3 **Franklin**.
 40.8 **Miamisburg**.
 42.3 **Carrollton**.
 43.5 **Alexanderville**.
 51.8 **Dayton**.
 **Turn to the right to :
 25.5 **Mason**.
 ††Turn to the left to go to **Middle-ton** via Amanda, or to Hamilton via Amanda and New Trenton.

‡‡ Turn to right at this point to go to :

- 19.9 **Socialville**.
 24.9 **Foster's**.
 26.9 **Hopkinsville**.
 33.9 **Norwood**.
 42.9 **Clarksville**.
 47.9 **Ogden**.
 52.9 **Wilmington**.
 †East from this point to :
 33.0 **Fort Ancient**.
 45.0 **Clarksville**.
 53.0 **Cuba**.
 57.0 **Martinsville**.
 63.0 **New Vienna**.
 71.0 **Centerville**, Lee's Creek P. O.
 78.0 **Sabina**.
 88.0 **Washington C. H.**
 ††From this point to
Goe's Station.
 63.0 **Yellow Springs**.
 72.6 † **Springfield**.

[Note.—Hunt Street, Main Avenue, Reading Road and Lebanon Pike are names applied to different parts of the same thoroughfare.]

Route No. 9.—To Montgomery and Mason.

- .6 Court and Broadway, follow cable road.
 1.3 **Gilbert Avenue and Effluent Pipe Street, you're not half way up yet.
 1.6 *Gilbert Avenue and Eden Park Entrance, turn to right.
 1.7 **Eden Park**, gate.
 2.0 Eden Park, well, east side of reservoir.
 2.7 Kemper Lane Bridge.
 3.1 †Park Avenue and McMillan Street, Walnut Hills, turn to right and follow cable-car tracks, asphalt.
 3.4 †McMillan Street and Woodburn Avenue, turn to left.
 3.8 Woodburn Avenue and Madisonville Pike, St. Francis de Sales Church, granite.
 4.6 Jewish Cemetery, end of cable road.
 4.8 †Duck Creek Road.
 5.2 **Idlewild**, ruts.
 5.9 **Norwood**, Hopkins Avenue Station, ruts.
 6.6 †**Norwood**, Bridge over C., W. & B. Railroad, Harris Avenue, hilly.
 7.8 Bridge over Narrow-Gauge Railroad, poor to Brecon pike.
 8.6 **Pleasant Ridge**.
 10.3 **Silverton**, toll-gate.
 12.2 Concord School House.
 13.9 **Montgomery**.
 15.2 Hopewell Cemetery.
 18.7 †Brecon Pike, Brick Church, turn to left, fine.
 23.9 **Mason**, turn to right.
 *Go straight ahead to :
 2.3 Gilbert Avenue and McMillan Streets, top of hill, turn to left.
 2.6 May and McMillan Streets, turn to right, follow car-track
 4.1 Reading Road and Rockdale Streets, turn to left to the **Zoo**.

†Turn to left to go to Reading Road.

†A short-cut to Oakley track—a nice drive, but not inviting to wheelmen.

‡Turn to right to go to :

7.8 **Oakley Track**, distance estimated.

‡Turn to left to :

9.1 **Carthage**.

††Turn to right to go to :

24.7 **Foster's**, distance estimated. See Route 28.

‡Straight ahead two blocks, to the right one block, **Ingleside Place**—a magnificent view of the river.

‡To avoid hill take incline at head of Main Street and follow electric-car tracks to McMillan Street, turn to right and keep straight ahead, cross bridge and follow cable-car tracks.

Route No. 10.

3.8 *Woodburn Avenue and Madisonville Pike, turn to right.

4.3 Dutchtown, Madisonville Pike and Grandin Road, turn to left.

5.3 †Madisonville and Linwood Pikes, turn to right, always heavy.

6.1 Linwood Pike and Observatory Road, turn to right.

6.8 ‡Mt. Lookout Station, short climb, then coast.

7.9 †Linwood and Wooster Pikes, turn to right.

8.0 **Linwood**, Glancy Hotel, turn to left.

9.2 ‡Union Bridge, Little Miami River, turn to left, rutty.

11.5 **Newtown**.

13.9 Foot of a son-of-a-gun of a hill.

14.9 Top of the same.

15.5 ****Mt. Carmel**, toll-gate.

23.0 **Batavia**.

*For distances to intermediate points see Route 9.

†Go straight ahead to :

6.1 Toll-gate, ruts and hills.

6.8 **Oakley**, full mile Driving Park track. **Madisonville**.

Milford. See Map.

‡Turn to right to go to :

7.8 **Delta**, Eastern Avenue.

†Turn to left to go to :

8.4 Bridge over stream.

9.2 Red Bank, Eichel's Hotel, turn to right. **Plainville**.

15.3 Northeast to **Milford**.

18.3 Northeast to **Mulberry**.

20.0 Northeast to **Mt. Repose**.

24.3 Northeast to **Goshen**.

28.3 Northeast to **Pleasant Plain**.

30.3 Northeast to **Butlerville**.

33.8 East to **Level**.

34.8 East to **Wesley Chapel**.

37.3 East to **Blanchester**.

40.4 East to **Midland City**.

46.3 ‡East to **Martinsville**.

48.8 Northeast to **Morrisville**.

55.3 Northeast to **Records**.

55.8 Northeast to **Wilmington**.

‡Turn to right to go to **Amelia** and **Mt. Washington**. See Route 11.

†From this go south to :

53.3 **Lynchburg**.

60.3 Southeast to **Hillsboro**.

**Go south to :

17.5 **Tobasco**, dirt road.

18.5 East to **Withamsville**, pike.

24.5 Southeast to **Amelia**, pike.

Route No. 11.

1.3 Pan Handle Depot.

2.6 Washington Street.

5.5 **Delta**.

*Tusculum Station.

6.2 †Eastern Avenue, end of granite, turn to right

6.3 Columbia Pike, turn to left.

8.2 Little Miami Bridge, turn to right

10.0 †**California**.

10.9 **Coney Island**.

12.2 **Five Mile**.

19.0 **Blairsville**.

22.7 **New Richmond**.

*Turn to right just beyond this point to go via River Road to :

8.1 ‡Bridge over Little Miami River, turn to left, Salem Pike.

11.1 Salem M. E. Church.

14.9 **Cherry Grove**.

16.3 **Tobasco**.

17.4 **Withamsville**.

21.9 **Amelia**.

22.8 **Hamlet**, turn to right.

24.5 **Lindale**.

25.8 **Mt. Pisgah**.

30.9 **New Richmond**.

†Turn to left to go over ruts to :

7.5 **Linwood**. Hotel. See Route 10.

†Turn to left for Amelia.

‡Turn to right to go to :

9.9 **California**.

10.8 **Coney Island**.

Route No. 12.

1.3 *Pan Handle Depot.

1.4 Cincinnati & Newport Bridge, North end, ride or walk—you pays your money and takes your choice.

1.9 Cincinnati & Newport Bridge, South end, turn to the right one block, bumpy, bump!

2.8 Monmouth Street and Louisville & Nashville Railroad crossing

3.1 First toll-gate Alexandria Pike, coast and then climb.

4.2 Highland House, climb a little further and then coast.

4.6 Metcalf's Hill, foot, easy grade.

5.3 **Dale P. O.**, fun begins.

5.8 †Top of hill.

7.7 *Second toll-gate.

8.4 Six-Mile House.

9.3 **Cold Springs**, Post Office, forks, turn to the left.

9.7 Top of last coast.

- 10.8 Bridge over stream.
- 11.4 Bridge over stream, foot of hill.
- 11.8 Foot of next hill, easy grade.
- 12.3 Ten-Mile House; now spit on your hands and get down to business.
- 13.5 Top of hill.
- 15.5 **Alexandria, Hotel.**
 - *A better route is:
 - Race and Second, turn to left.
 - Second and Broadway, entrance to new bridge.
 - Third and York, Newport, east five squares.
 - Third and Overton, to the right two squares.
 - Overton and Fifth, to left one square.
 - Fifth and Monroe to right.
 - End of Monroe street to left.
 - Foot of long hill.
 - Toll-gate, top of hill.
 - Ft. Thomas.**
 - Top of Metcalf's Hill, etc.
 - †Turn to left to go to Ft. Thomas and Silver Grove.
 - †Turn to left to go to Ft. Thomas.

Route 13.—Alexandria, Ky., via Licking Pike.

- *Third and York, Newport, go south on York.
- 5.2 John's Hill House, Licking Pike.
- 8.8 Flaig's Saloon, top of short steep hill.
- 10.6 Top of steep climb and beginning of steep coast.
- 15.1 **Alexandria, Hotel.**
 - *For intermediate points see Route 12.

Route No. 14.

- 8 C. & O. Bridge, Third and Smith.
- 1.6 South end, Fourth and Main, Covington, turn to left.
- 2.0 Fourth and Madison, asphalt, turn to right.
- 2.8 Madison Street, street-car stables.
- 3.3 Madison Street, C. & O. R. R. Crossing.
- 3.6 End of street-car track.
- 4.0 First toll-gate.
- 4.5 Taylor Mill Road, top of hill, fair to Independence.
- 5.2 **Latonia Race Track.**
- 6.7 Latonia Springs.
- 9.0 Louisville & Nashville Railroad crossing.
- 9.6 Second toll-gate, Bank Lick, iron bridge.
- 10.2 Blacksmith shop.
- 11.1 Foot of hill, keep on pushing!
- 12.3 Top of hill.
- 13.8 **Independence.**
- 21.8 **Fiskburg,** hilly.
- 30.8 **Demossville,** hilly.
- 42.8 **Falmouth,** dirt road, poor.

Route No. 15.

- 8 C. & O. Bridge, north end, Smith and Third.
- 1.6 C. & O. Bridge, south end, corner Fourth and Main, Covington.
- 2.1 Pike and Main, turn to right.

- 2.6 Lexington Pike, foot of a long, long hill.
- 4.7 Highland House, top of hill.
- 8.6 Second toll-gate, very picturesque.
- 9.2 **Erlanger.**
- 9.9 Third toll-gate.
- 11.3 ***Florence,** good.
- 21.3 **Walton,** good.
- 28.3 **Crittenden,** good.
- 34.3 **Dry Ridge,** fair.
- 41.3 **Williamstown,** fair.
- 60.3 **Sadieville,** poor.
- 79.3 **Georgetown,** good.
- 83.3 **Donnerail,** good.
- 91.8 **Lexington,** good.
- *Turn to right to:
- 19.3 **Burlington.**

Route 16.—To Petersburg, Ky.

- 9.9 Seventh and Freeman, turn to left.
- 1.2 *Foot of Freeman.
- 1.3 Ferry Landing.
- 1.5 Post & Co.'s factory, **Ludlow.**
- 1.7 Cincinnati Southern Railroad Bridge, Ash Street.
- 1.9 Ash and Corneale, turn to left.
- 2.0 Corneale and Elm, turn to right.
- 2.8 Wooden bridge over creek.
- 2.9 **Bromley.**
- 3.5 Spring on left.
- 3.8 Church on right.
- 6.6 Turn in road to left.
- 6.7 Iron bridge over creek.
- 7.0 **Anderson's Ferry.**
- 7.6 Constance Post Office, foot of steep hill.
- 8.2 Ravine, half-way up.
- 8.7 Top of hill, magnificent view of river.
- 9.4 Dirt cross-road and creek.
- 10.3 School house on right.
- 10.8 **Hebron.**
- 11.5 Toll-gate.
- 13.1 **Bullittsville.**
- 14.1 Track on the right.
- 15.4 Top of long down grade.
- 15.6 Toll-gate, cross-road.
- 16.5 †**Utsinger,** foot of down grade and short steep up grade.
- 16.9 Top of hill.
- 18.5 Top of long hill.
- 19.3 Foot of same.
- 19.6 †Road.
- 19.8 Covered bridge, foot of short hill.
- 20.4 Top of same, fine view of Petersburg, Aurora, Lawrenceburg, the Ohio River, and Indiana Hills.
- 20.7 Toll gate, **Petersburg.**
- 20.9 Turn to left, very sandy.
- 21.8 Turn to right, still sandy.
- 22.1 Still sandy, turn to right.
- 22.8 Bell to call ferryman.
- 22.9 Ferry landing, ferry to **Aurora.**
 - *Take Route 1 to Anderson's Ferry.
 - †Turn to left for Burlington
 - †Turn to the left for Burlington, and to the right and go two miles to Lawrenceburg Ferry.



